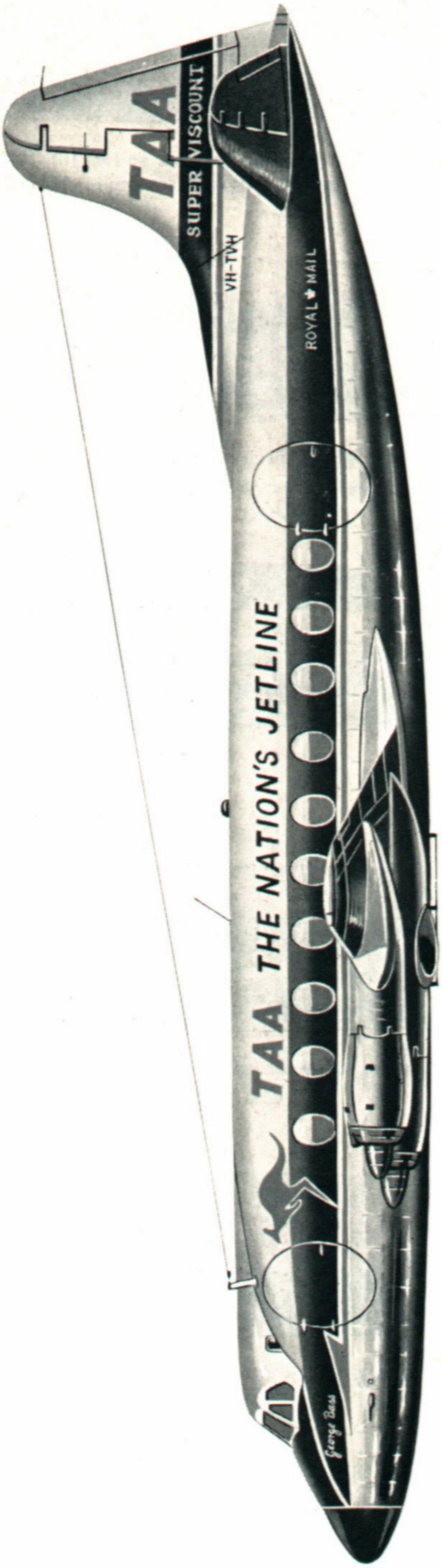
PROFILE
PUBLICATIONS

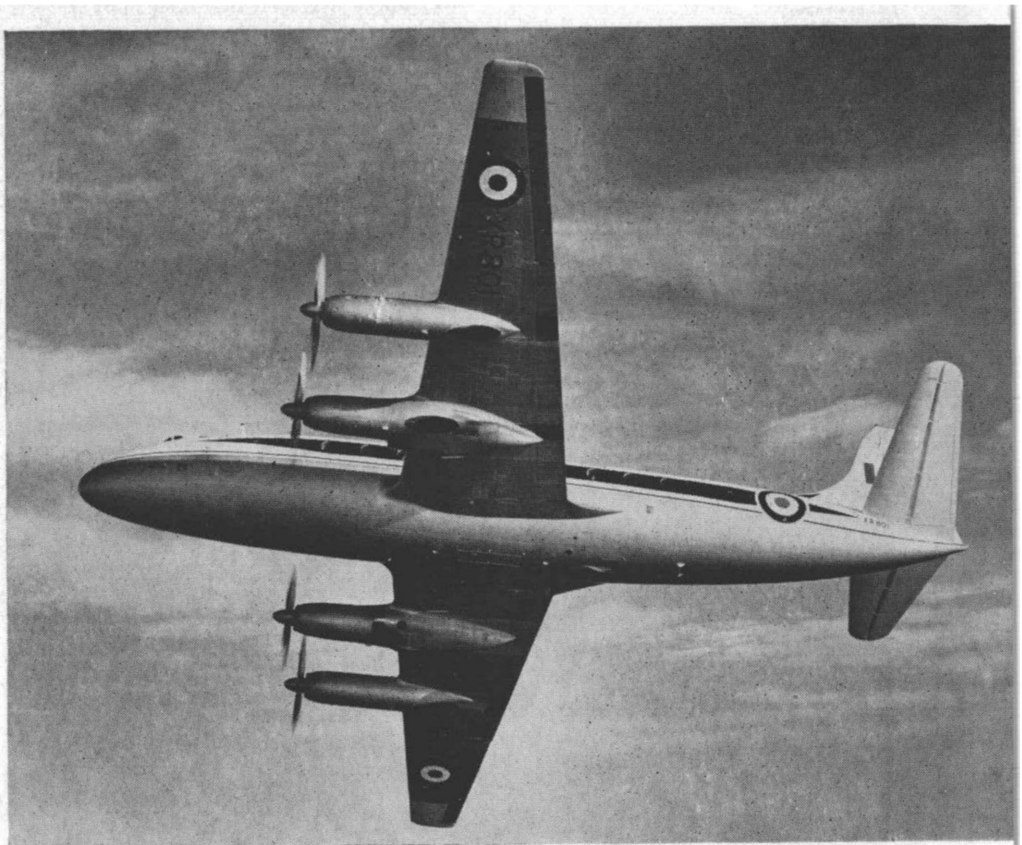
The Vickers Viscount 700

NUMBER 72
TWO SHILLINGS


TAA
SUPER VISCOUNT
VH-TVH
ROYAL MAIL
TAA THE NATION'S JETLINE
George Bass

The Vickers Viscount 700

by Kenneth Munson



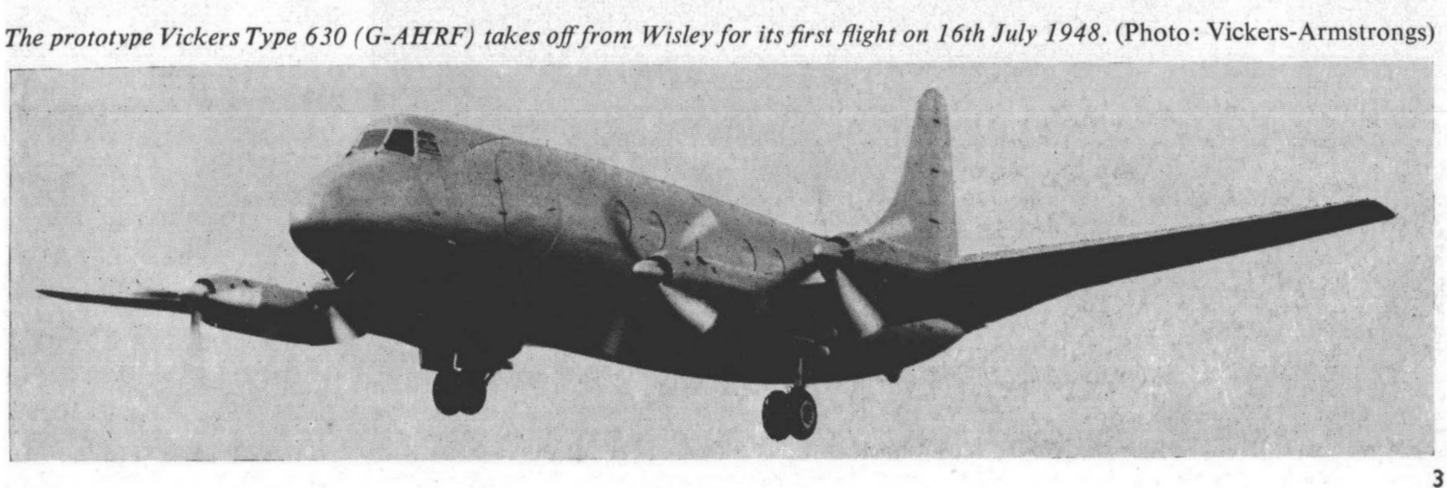
Type 744, one of two Viscount 700s used by Empire Test Pilots School. Was originally built for Capital.

With the benefit of hindsight, it is possible to regard the Viscount as a classic example of the right aeroplane at the right time; yet, in its early days, it nearly passed into limbo because the customer for whom it was primarily intended felt that it was *not* the right aircraft. The two main factors which turned incipient failure into the greatest commercial success in British aviation history were Vickers' belief in the potential of the design and the development of the Rolls-Royce Dart engine that helped that potential to be realised.

The Viscount story can be said to have started in December 1944 when Rex Pierson, then Vickers' chief designer, delivered to the Brabazon Committee on post-war British aviation details of the VC1 Viking airliner developed out of the Wellington bomber. At this meeting the Committee discussed with him eventual requirements for a successor to the Viking, which was seen only as an interim type until post-war civil production was fully established. Design studies for this potential requirement convinced Pierson that the greatest promise lay in the use of propeller-turbine engines rather than pure jets for short-haul operations. After deliberation among themselves and with the Ministry of Civil Aviation, the Brabazon Committee endorsed this conclusion with the issue of an official requirement known as Brabazon IIB, calling for a 24-seat aircraft, for European and other short-to-medium range services, powered by four propeller-turbine engines.

Design work proceeded at Vickers under Project Type number 453, and in March 1945 a joint announcement by the Ministries of Aircraft Production and Civil Aviation indicated that this company would be the probable recipients of the Brabazon IIB contract. In June, Pierson submitted proposals to the M.A.P. for what Vickers called the VC2, an aeroplane of 34,200 lb. gross weight with four turboprop engines, promising a cruising speed of 296 m.p.h. at 20,000 ft. With official backing, Vickers embarked upon plans to build four prototypes, now intended, as a result of further study, to embody pressurisation in the design. After canvassing the requirements of potential operators, foremost among whom was the newly-formed British European Airways Corporation, they consolidated their VC2 proposals into a design to carry a 7,500-lb. payload over 1,040 miles, cruising at 297 m.p.h. at 20,000 ft. A "double-bubble" fuselage was considered at this stage, but early in 1946 a circular shape was preferred. Choice of powerplant, even at this early stage, favoured the Dart, with the Armstrong Siddeley Mamba or the Napier Naiad as alternatives if the Dart did not develop as expected.

The prototype Vickers Type 630 (G-AHRF) takes off from Wisley for its first flight on 16th July 1948. (Photo: Vickers-Armstrongs)



G-AMAV
BRITISH WEST INDIAN OVERSEAS AIRWAYS

G-AMAV, the Type 700 demonstrator, in the livery of British West Indian Airways. ***Note the ventral air conditioning intake which*** *appeared on early Viscounts.*

Type 609 (second prototype Viscount) completed as the Type 663. M.o.S. registration VX217.

Mr. (now Sir) George Edwards, who became chief designer at about this time on Pierson's appointment as chief engineer, backed the choice of the Dart "on the grounds of the rugged reliability of the centrifugal compressor and the fact that at that time practically the whole turbine experience had been with this type of engine". In April 1946 the Ministry of Supply issued Specification 8/46 covering the Brabazon IIB requirement and, because of the greater "over-the-weather" heights at which turbine-engined aircraft would fly, confirmed the desirability of having the passenger cabin pressurised.

Two prototypes to the finalised design, known as Type 609, were ordered to this specification, work on them commencing in December 1946. The Mamba, currently showing greater promise than the Dart, was selected as the powerplant; a longer fuselage made room for 32 passengers, giving a new all-up weight of 38,170 lb., both amendments being made to conform to the requirements of B.E.A., who had closely followed the VC2 design and had done much development work of their own to integrate it into their proposed route pattern and other operational procedures. In August, Vickers were instructed by the M.o.S. to revert to the Dart installation, as the engine had now been redesigned and improved, and thus emerged the Type 630 with Dart R.Da.1s—originally named Viceroy, a name changed to Viscount for diplomatic reasons after the partition of India in 1947. To speed development of the Dart, examples of the engine were being test flown by Rolls-Royce in a Lancaster testbed, *NG465*, and by Vickers in a modified Wellington, *LN715*.

The Type 630 prototype, registered G-AHRF, was rolled out at Wisley early in July 1948, and on 16th July, flown by "Mutt" Summers with "Jock" Bryce as co-pilot, made its 20-minute first flight: "the smoothest and best I have ever flown", said Summers afterwards. The 630, appearing at the S.B.A.C. display that September and afterwards on a demonstration tour of France, carried out a singularly trouble-free test programme, and its promising early flights did much to revive the spirits at Vickers inevitably depressed by B.E.A.'s cancellation, at M.o.S. instigation, of its order for the Viscount in favour of the piston-engined Airspeed Ambassador. Limited M.o.S. support still existed for the Viscount, and as a Ministry-owned

BEA
BRITISH EUROPEAN AIRWAYS
G-AHRF

The Type 630 prototype as it appeared in B.E.A. livery for the Edinburgh–Paris service in 1958.

Viscount Type 701, formerly B.E.A., now with Cambrian, the Welsh Independent. (Photo: County Photo)

Type 701 of B.E.A. in contemporary livery. (Photo: B.E.A.)

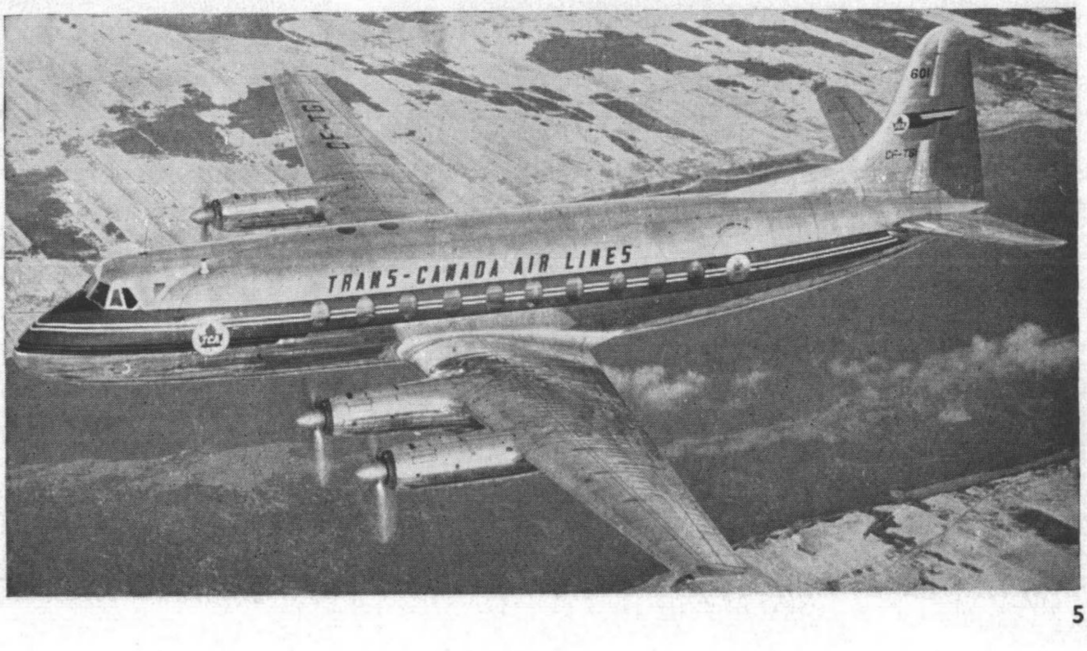
aeroplane the first prototype went temporarily into R.A.F. markings as *VX211*, and the second, as *VX217*, was converted as the Type 663 with two Rolls-Royce Tay turbojet engines to Specification 4/49 for high altitude military research, making its first flight on 15th March 1950. Later it went to Boulton Paul for trials of various power control systems.

Proposals from Rolls-Royce for an uprated Dart, the R.Da.3, had by now made possible a stretched version of the Viscount, in which B.E.A. had publicly declared a renewal of interest, and the 630 prototype, having completed its cold-weather tests at Shannon in January 1950, embarked upon a sales tour of European capitals in March. Parts already made for the third private-venture prototype were diverted to the construction of the stretched version, which retained the same general configuration as the 630 but was larger and had a gross weight of 45,000 lb. It provided accommodation for 53 passengers, in higher-density seating, and cruising speed was raised to 333 m.p.h. In April 1950, Specification 21/49 was issued to cover the new development, and on 28th August Jock Bryce took up the Viscount 700, as it was now known, bearing the registration G-AMAV, on its maiden flight from Brooklands.

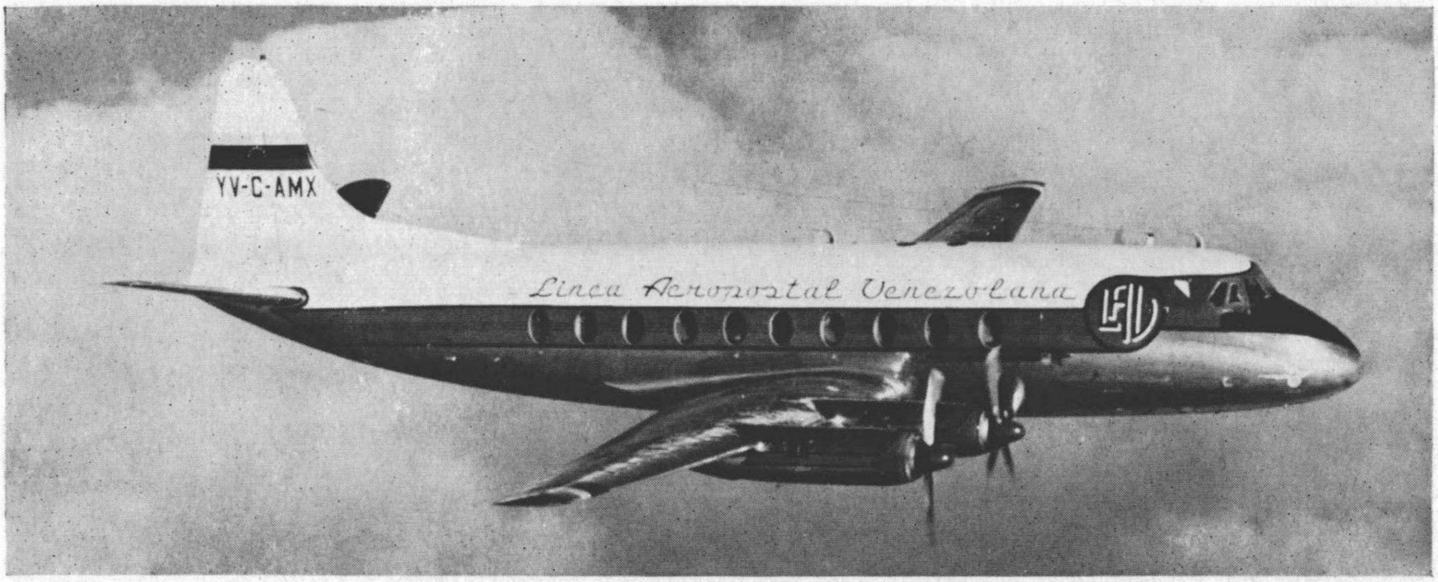
In June the Viscount 630 flew to Kenya to complete tropical trials, and a full C. of A. (No. A907) was issued on 28th July 1950—the first airworthiness certificate issued anywhere in the world for a turbine-engined civil aeroplane. B.E.A. put it into passenger operation on the following day, Captain Richard Rymer flying it from London to Le Bourget in 57 minutes. For 26 days, G-AHRF maintained scheduled services from London to Paris or Edinburgh, during which time it carried 1,815 fare-paying passengers before being handed back to Vickers for further development work. It finally came to grief on 27th August 1952, when, during heavy landing tests for the A.R.B., it crashed at Khartoum and its remains were ultimately picked clean by local souvenir hunters.

AIRLINE ACCEPTANCE

Passenger reaction to the Viscount, during even this brief operation by B.E.A., had been unmistakably enthusiastic and, coupled with the aeroplane's performance within a scheduled timetable, confirmed the airline's interest in the enlarged version. Before the



Type 724, the first for T.C.A.
(Photo: D. E. Dolan)



Viscount Type 749, second of three aircraft for L.A.V.

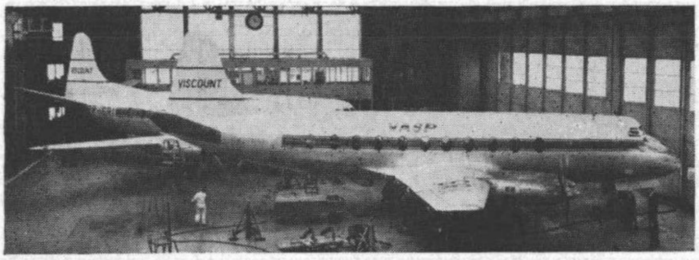
year was out, a contract had been signed for 26 Viscount 701s: the snowball had begun to roll. While awaiting delivery, B.E.A. continued to amass engine hours with the Dart by installing these engines in two of its DC-3s used on scheduled freight services.

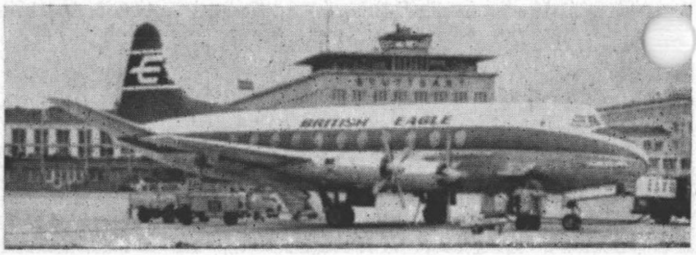
In the next couple of years, other substantial contracts followed from Air France, Aer Lingus, Trans-Australia and other airlines. Then, in November 1952, came a big breakthrough—the Viscount entered the North American market when T.C.A., after prolonged consideration of both the U.S. and British markets, placed an order for 15 Type 724s. These had to be extensively re-tailored to incorporate equipment of North American manufacture and other equipment necessary to operations in the cold Canadian climate. To back up this order, G-AMAV went to Canada for two months' winterisation trials. In January 1953, the first 701 was handed over to B.E.A., who launched full Viscount services in the spring, the first turboprop airliner service anywhere in the world. Orders were coming in steadily from all parts of the world for this new, fast, quiet, comfortable and economical airliner that was setting fresh standards for passenger convenience and appeal; and it was also being sought by foreign governments and private companies as a de luxe V.I.P. transport.

T.C.A.'s Viscounts roused the interest of other North American operators, and in June 1954 Cap Airlines, at that time one of the largest U.S. short-haul operators, placed an initial order for three Type 744s, the first of which was delivered exactly a year later and was to herald much larger orders to come from this operator. By 1956 there were more Viscounts flying in the U.S.A. and Canada than in the whole of Europe. The public had gone overboard for the new travelling standards, the most optimistic traffic expansion forecasts were being exceeded, and the Dart was setting standards never before achieved in engine running and maintenance.

Later, however, the enthusiasm shown by Capital was to become something of a mixed blessing, for after placing repeat orders for 37, 20, 2 and 1 Type 745s between 1954 and 1958, the airline found itself in financial difficulties and was forced to merge with United Air Lines, who kept the Viscounts in service. A further 15 Type 745 Viscounts, intended for Capital, eventually found other buyers, some in their original interior configuration and others re-vamped to the requirements of their new customers.

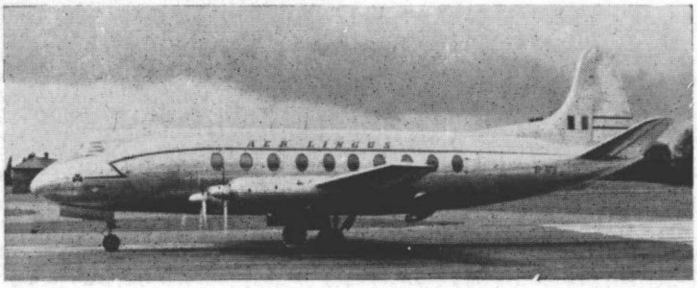
(continued on page 11).

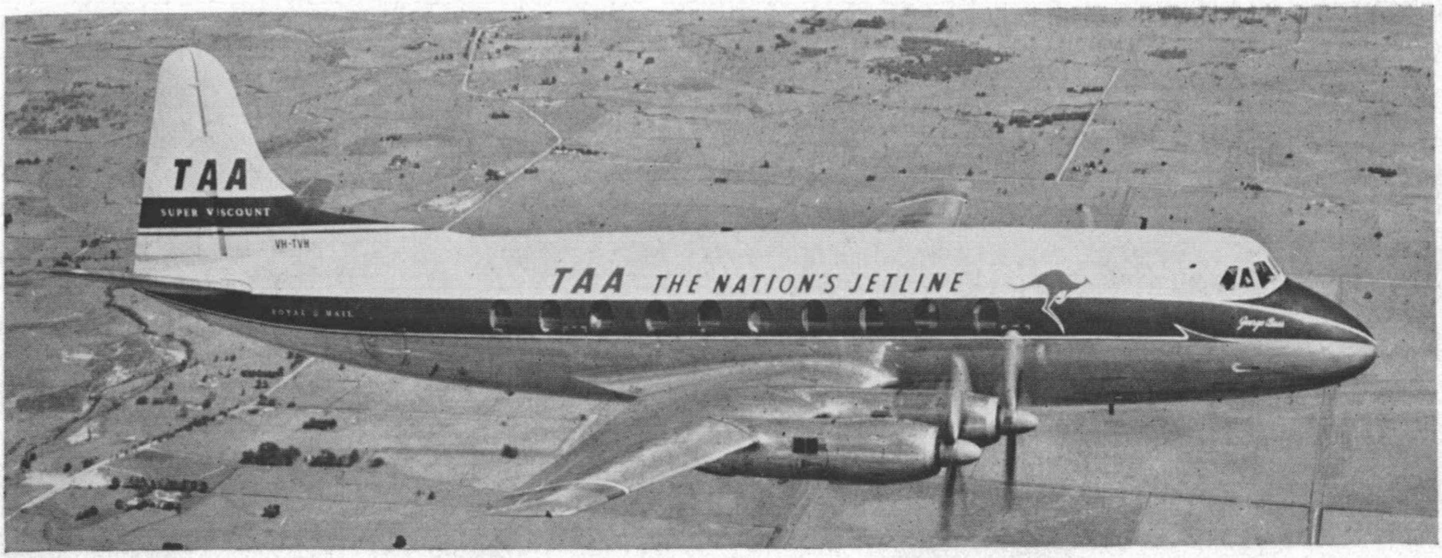




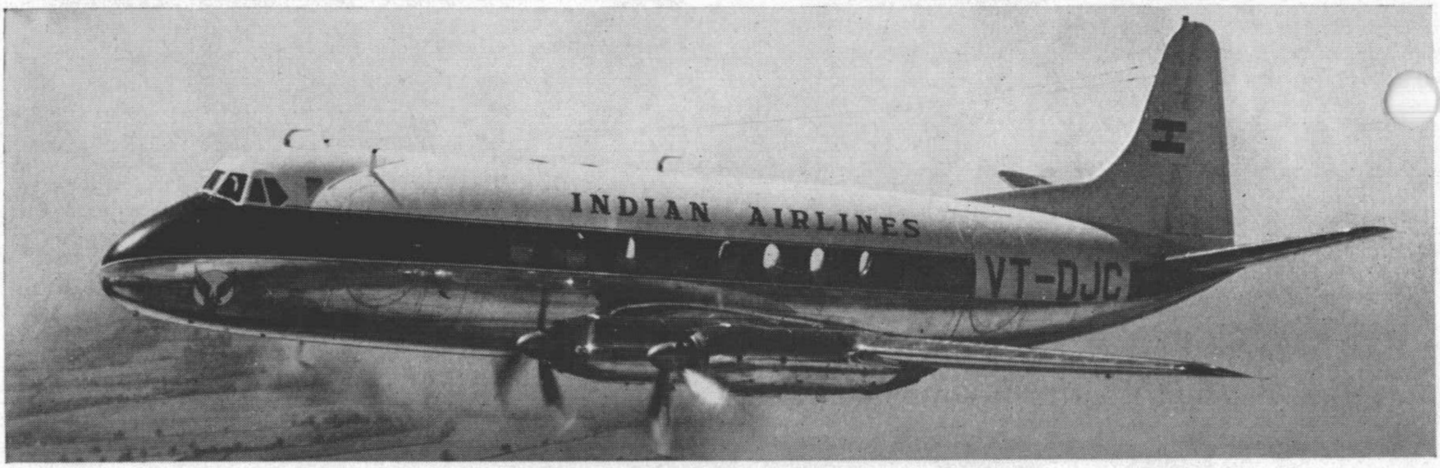
Left: *Ex-B.E.A. 701s undergoing refurbish before delivery to V.A.S.P.* (Photo: B.E.A.). Right: *Type 701, British Eagle.*

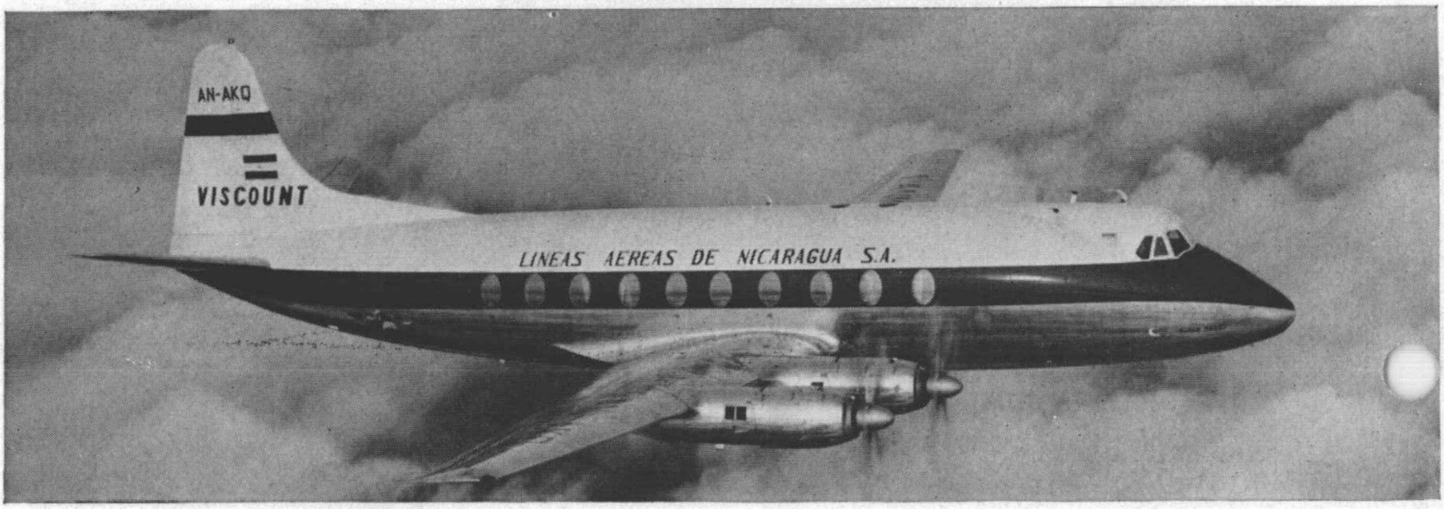
Left: *Aer Lingus Type 707, EI-AGI, in final livery.* Right: *Original livery of Aer Lingus Viscounts is seen on EI-AFV. Sold to Tradair as G-APZB.*



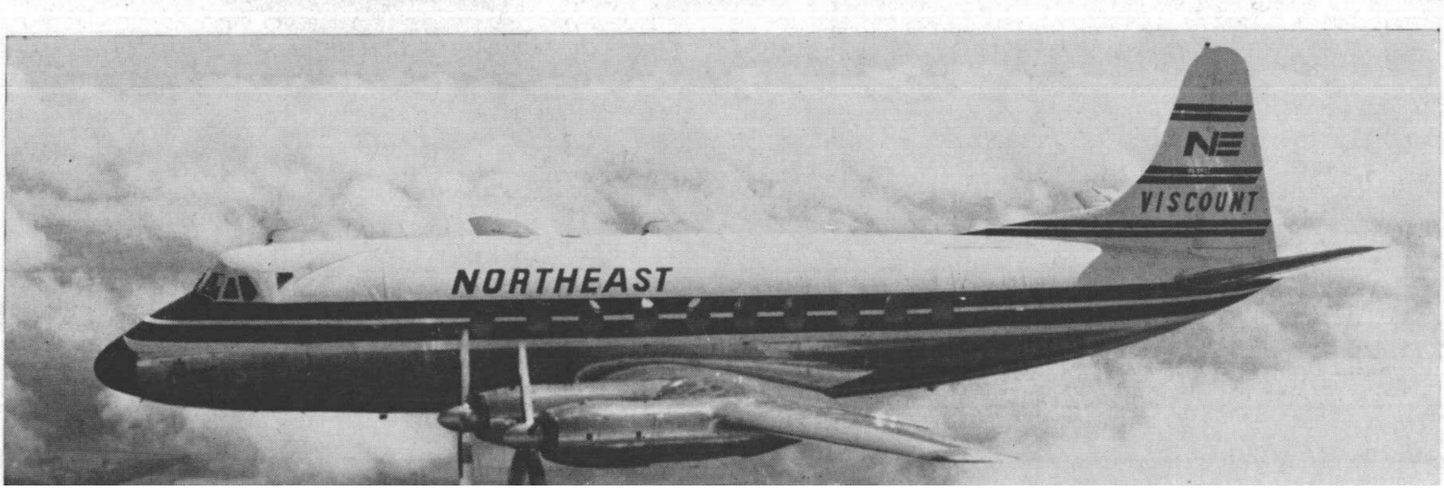

TAA
SUPER VISCOUNT
VH-TVH
TAA THE NATION'S JETLINE

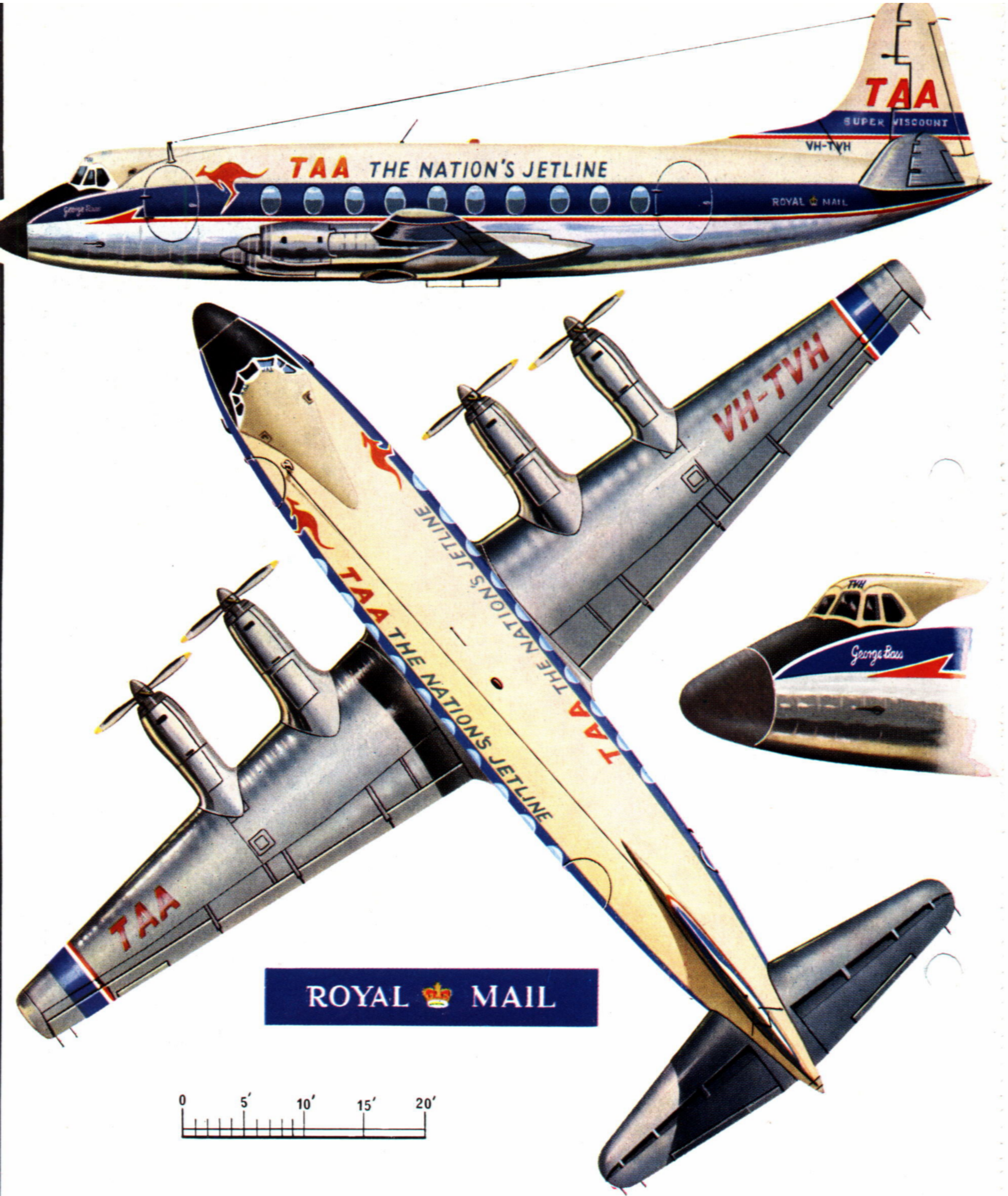
Above: *Viscount Type 756, the first aircraft for T.A.A.*   Below: *Viscount Type 768, last of ten aircraft for I.A.L.*


INDIAN AIRLINES
VT-DJC


AN-AKQ
VISCOUNT
LINEAS AEREAS DE NICARAGUA S.A.

Above: *Viscount Type 786 of LANICA, ex-L.A.C.* Below: *Type 798 (c/n 234) one of cancelled Capital order for 745s sold to Northeast.*


NE
VISCOUNT
NORTHEAST


TAA
SUPER VISCOUNT
VH-TVH
TAA THE NATION'S JETLINE
George Bass
ROYAL MAIL
VH-TVH
TAA
THE NATION'S JETLINE
TAA
THE NATION'S JETLINE
TAA
VH-TVH
George Bass
ROYAL MAIL
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5'
10'
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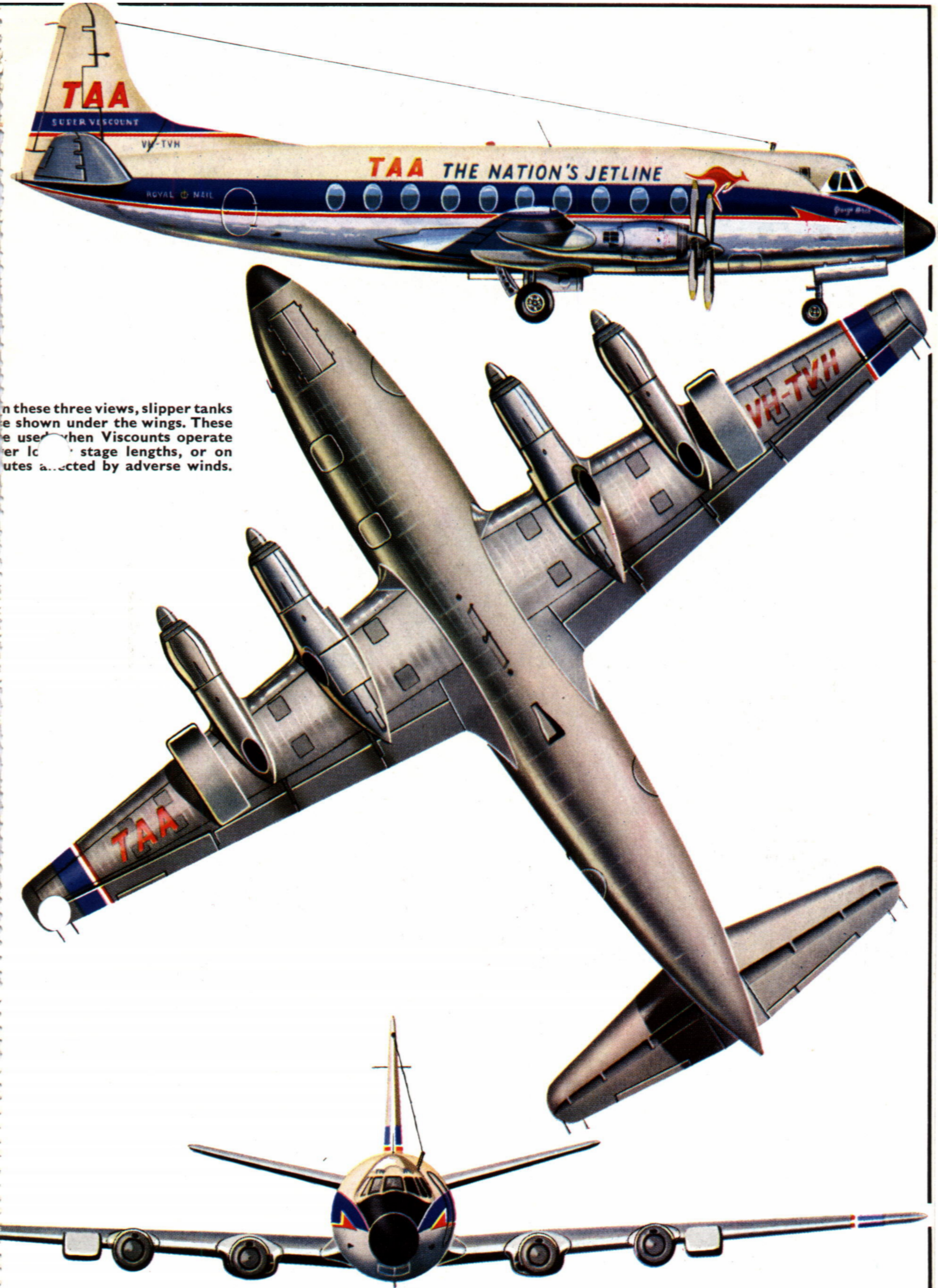
20'

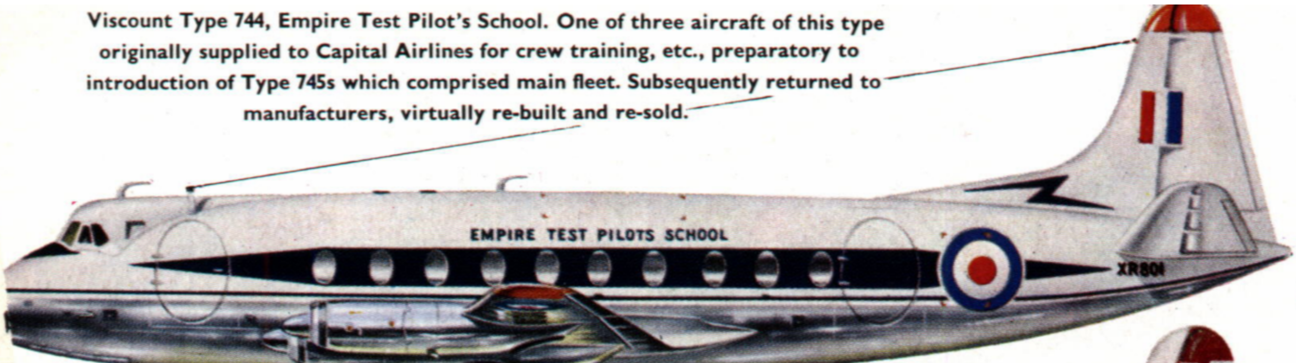
© JAMES GOULDING

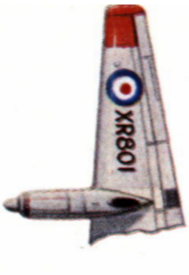
VISCOUNT TYPE 720, VH-TVH, "George Bass",
of Trans-Australian Airlines.


TAA
SUPER VISCOUNT
VH-TVH
TAA THE NATION'S JETLINE
ROYAL MAIL
VH-TVH
TAA

n these three views, slipper tanks e shown under the wings. These e used when Viscounts operate er longer stage lengths, or on utes affected by adverse winds.

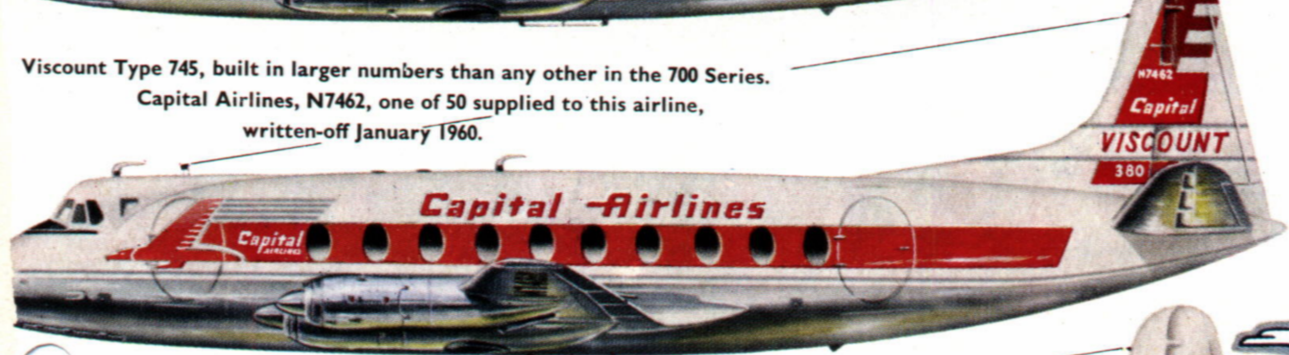
Viscount Type 744, Empire Test Pilot's School. One of three aircraft of this type originally supplied to Capital Airlines for crew training, etc., preparatory to introduction of Type 745s which comprised main fleet. Subsequently returned to manufacturers, virtually re-built and re-sold.

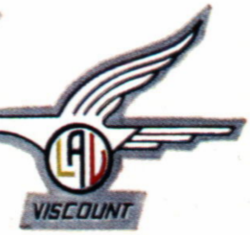

EMPIRE TEST PILOTS SCHOOL
XR801



Port wing of Type 744, showing extent of tip painting.

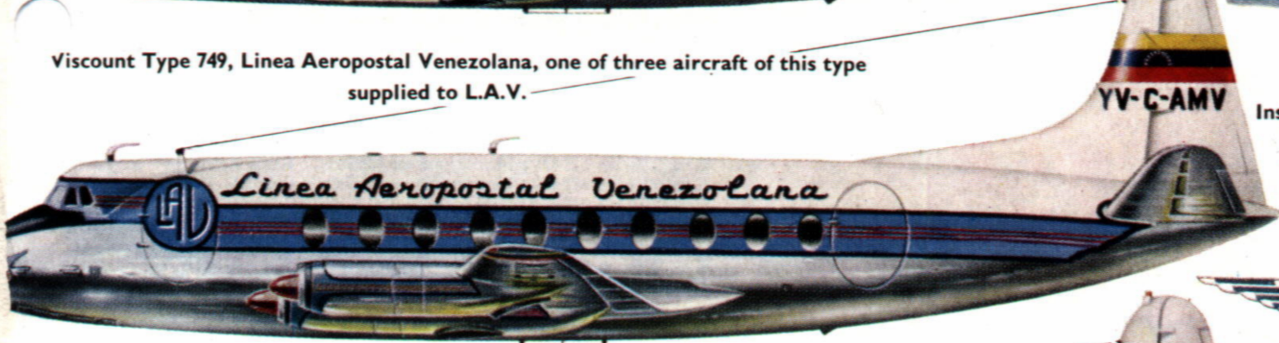
Viscount Type 745, built in larger numbers than any other in the 700 Series. Capital Airlines, N7462, one of 50 supplied to this airline, written-off January 1960.

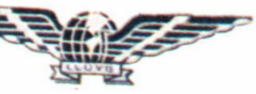

N7462
Capital
VISCOUNT
380
Capital -Airlines
Capital


LAV
VISCOUNT

Insignia displayed on nose of Linea Aeropostal Venezolana Viscount Type 749s.

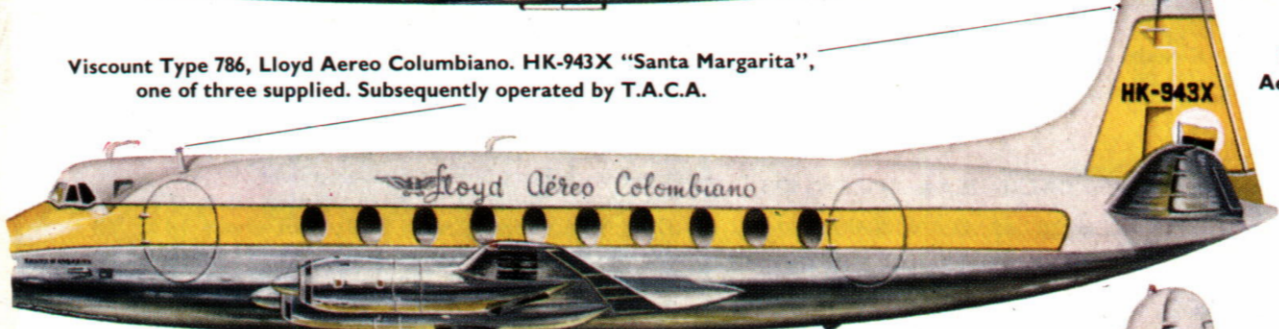
Viscount Type 749, Linea Aeropostal Venezolana, one of three aircraft of this type supplied to L.A.V.

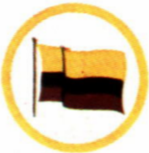

YV-C-AMV
LAV
Linea Aeropostal Venezolana



Badge of Lloyd Aereo Columbiano.

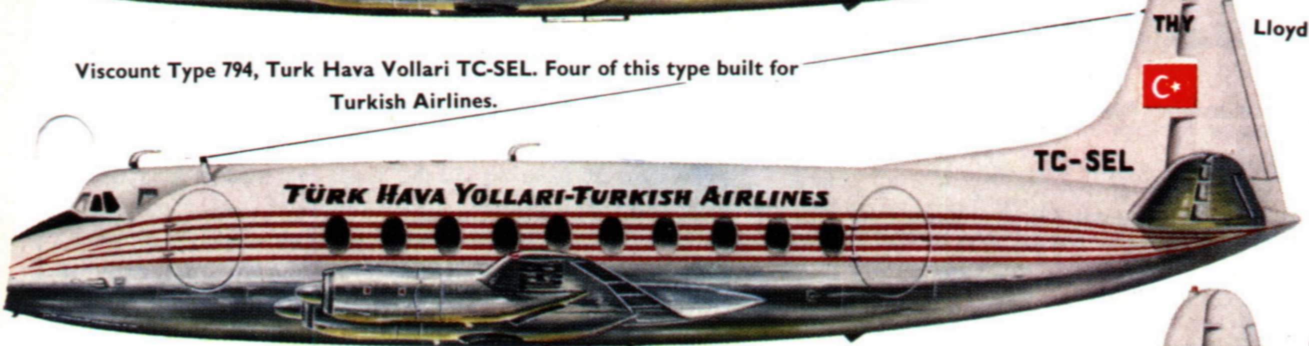
Viscount Type 786, Lloyd Aereo Columbiano. HK-943X "Santa Margarita", one of three supplied. Subsequently operated by T.A.C.A.


HK-943X
Lloyd Aéreo Colombiano



Fin insignia, Lloyd Aereo Columbiano.

Viscount Type 794, Turk Hava Vollari TC-SEL. Four of this type built for Turkish Airlines.


THY
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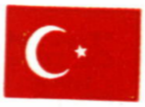
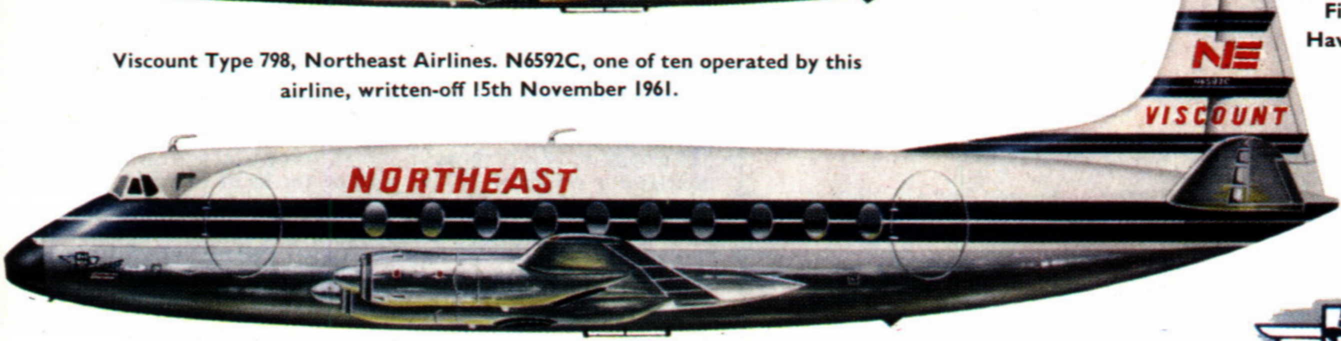
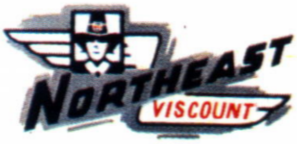
TÜRK HAVA YOLLARI-TURKISH AIRLINES



Fin insignia on Turk Hava Vollari Viscounts.

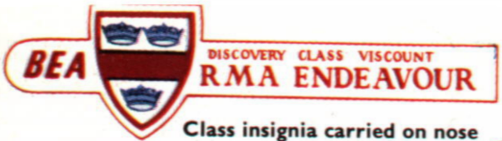
Viscount Type 798, Northeast Airlines. N6592C, one of ten operated by this airline, written-off 15th November 1961.


NE
VISCOUNT
NORTHEAST


NORTHEAST
VISCOUNT

Northeast Airlines motif displayed on nose below cockpit.

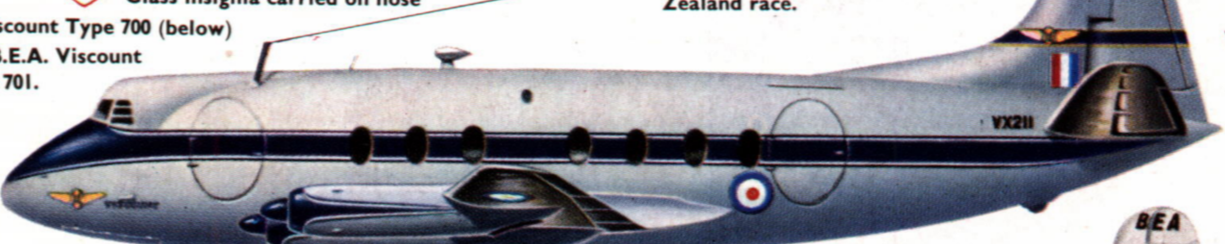
© KEITH BROOMFIELD

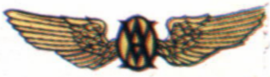

BEA
DISCOVERY CLASS VISCOUNT
RMA ENDEAVOUR

Class insignia carried on nose of Viscount Type 700 (below) and B.E.A. Viscount Type 701.

LONDON – NEW ZEALAND AIR RACE

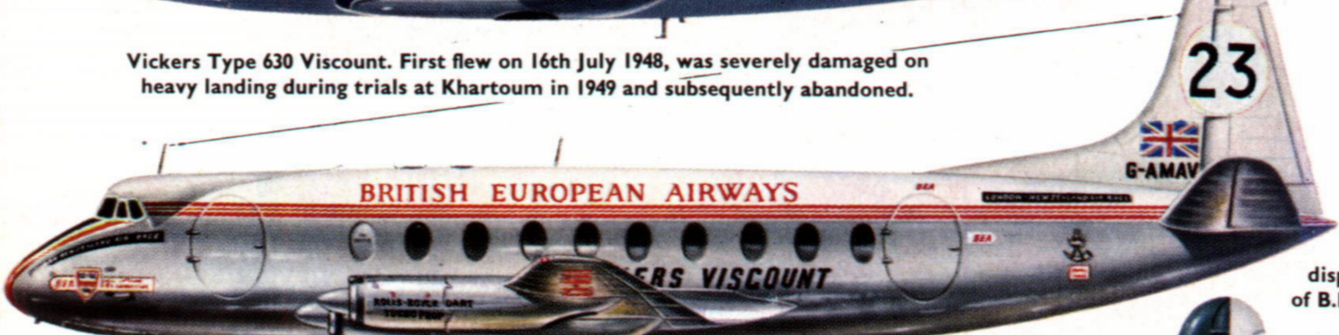
Legend displayed on nose and rear fuselage of B.E.A. Viscount 700 which took part in the London–New Zealand race.

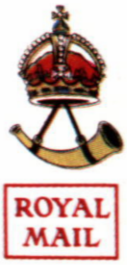




Vickers-Armstrong's house badge displayed on nose and fin of Type 630.

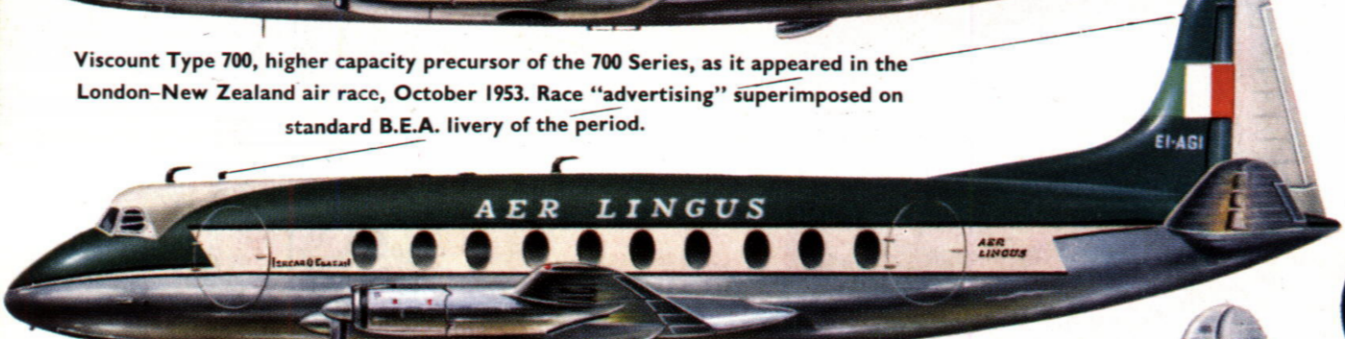
Vickers Type 630 Viscount. First flew on 16th July 1948, was severely damaged on heavy landing during trials at Khartoum in 1949 and subsequently abandoned.


BEA
23
G-AMAV
BRITISH EUROPEAN AIRWAYS
ERS VISCOUNT
ROLLS-ROYCE DART TURBOPROP



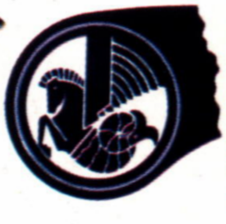
Royal Mail insignia displayed on rear fuselage of B.E.A. Viscount 700/701s.

Viscount Type 700, higher capacity precursor of the 700 Series, as it appeared in the London–New Zealand air race, October 1953. Race "advertising" superimposed on standard B.E.A. livery of the period.

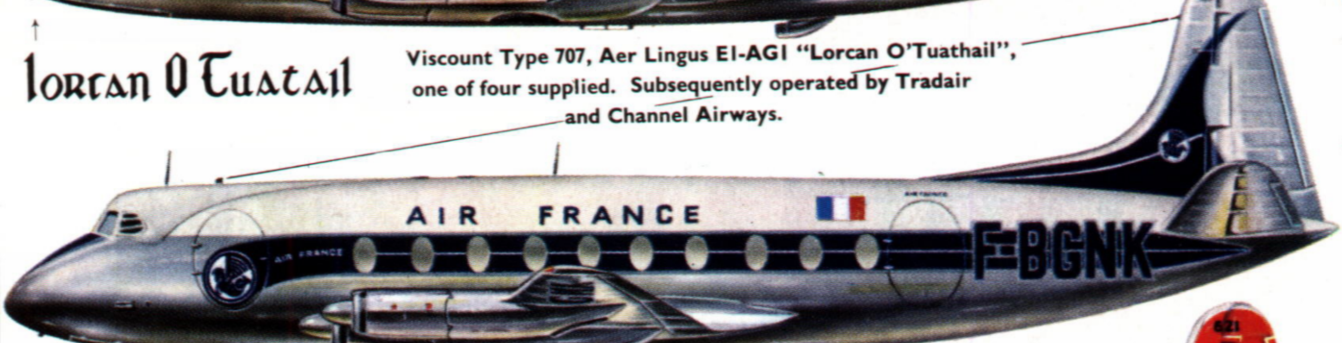

EI-AGI
AER LINGUS

lorcan O Tuatail

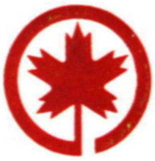
Viscount Type 707, Aer Lingus EI-AGI "Lorcan O'Tuathail", one of four supplied. Subsequently operated by Tradair and Channel Airways.



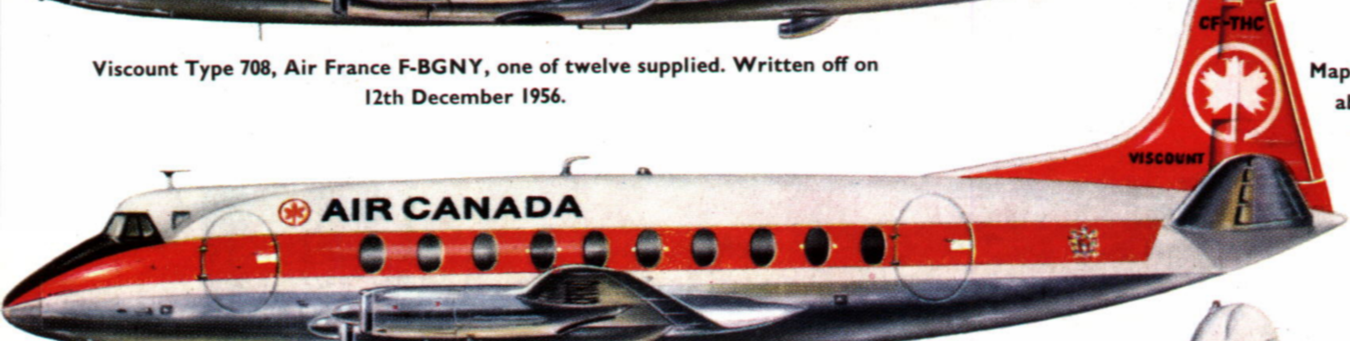
Sea horse design on forward fuselage and fin of Type 708.

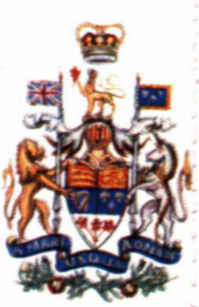

AIR FRANCE
F-BGNK

Viscount Type 708, Air France F-BGNY, one of twelve supplied. Written off on 12th December 1956.

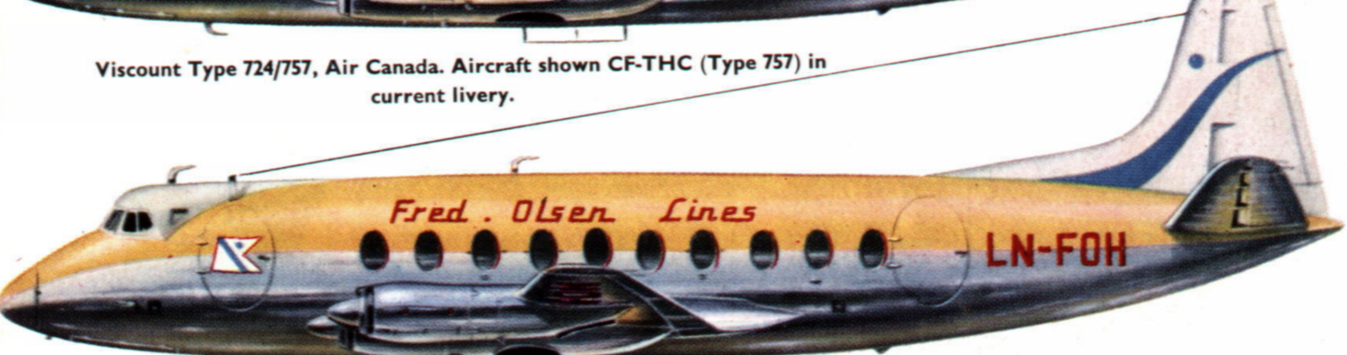


Maple leaf motif is display above cheat-line of Air Canada Viscounts.

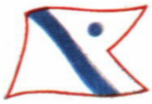

621
CF-THC
VISCOUNT
AIR CANADA



Viscount Type 724/757, Air Canada. Aircraft shown CF-THC (Type 757) in current livery.


Fred . Olsen Lines
LN-FOH

Viscount Types 736 and 779, Fred Olsen. Aircraft shown LN-FOH (Type 779). Later operated by Austrian Air Lines, B.E.A., S.A.S., and Indian Air Lines.



Flag of Fred Olsen Shipping Line carried on forward passenger door, Types 736/779.

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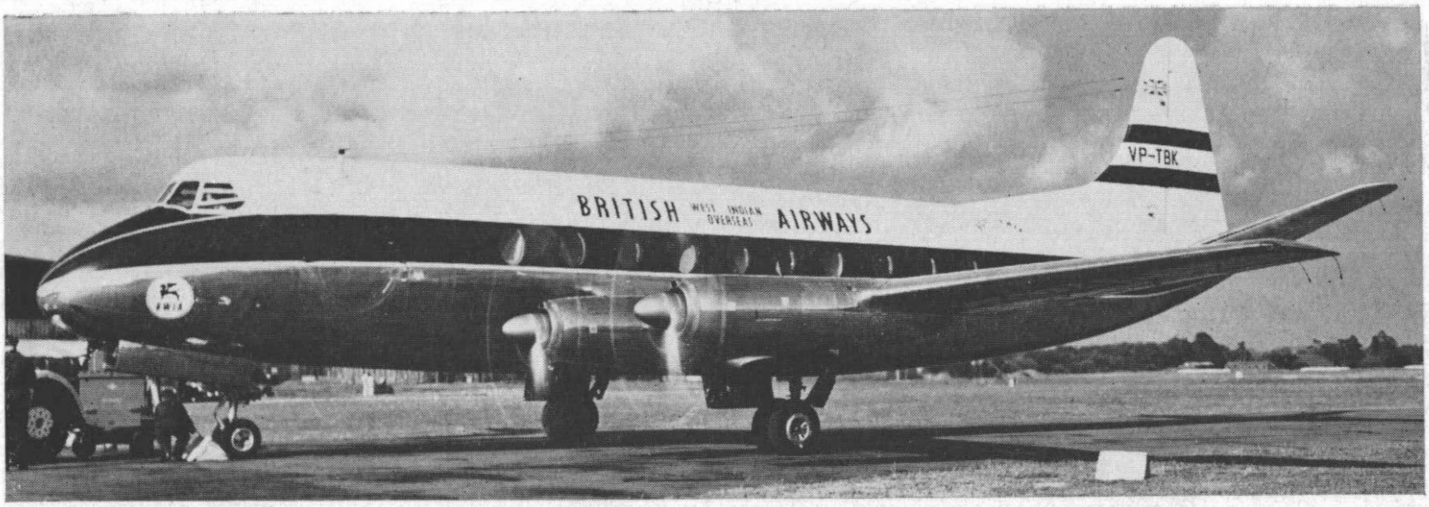
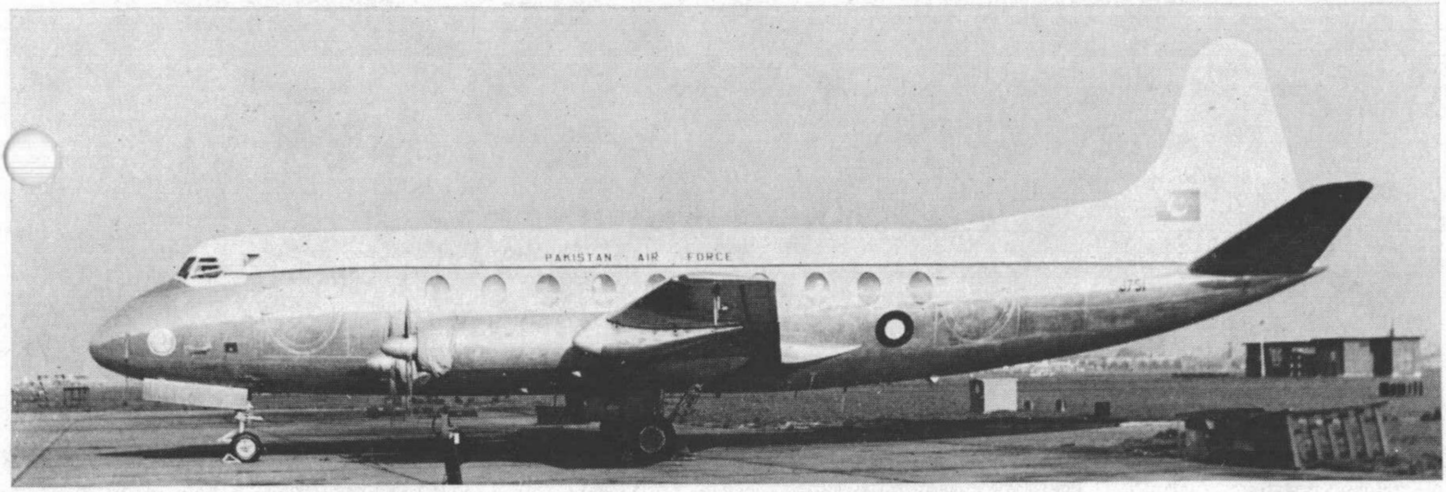
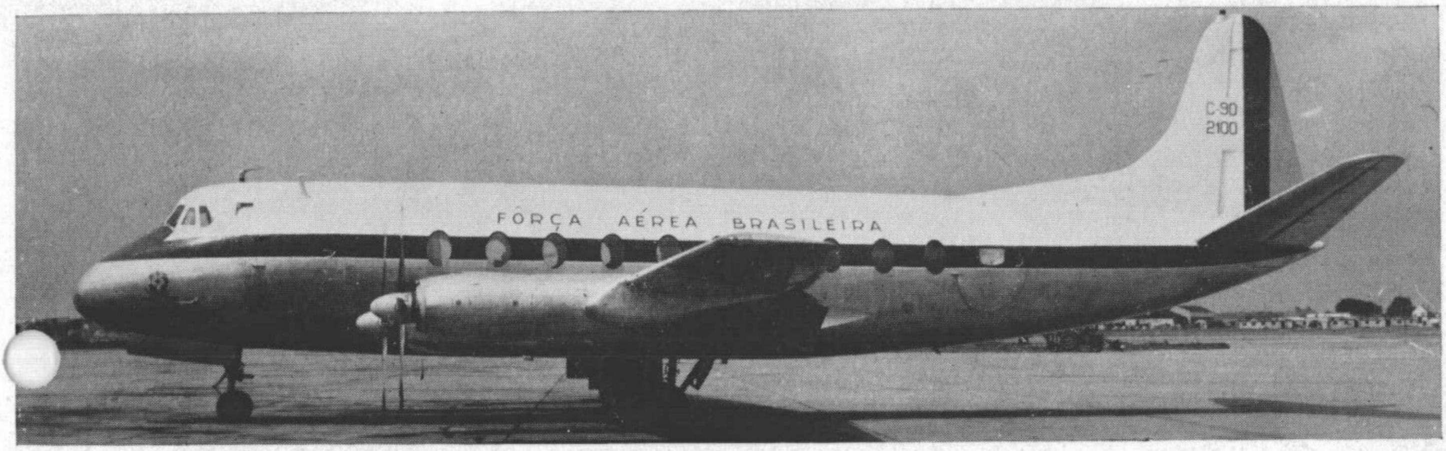

BRITISH WEST INDIAN OVERSEAS AIRWAYS
VP-TBK
BWIA

Viscount Type 702, the first of four built for B.W.I.A.

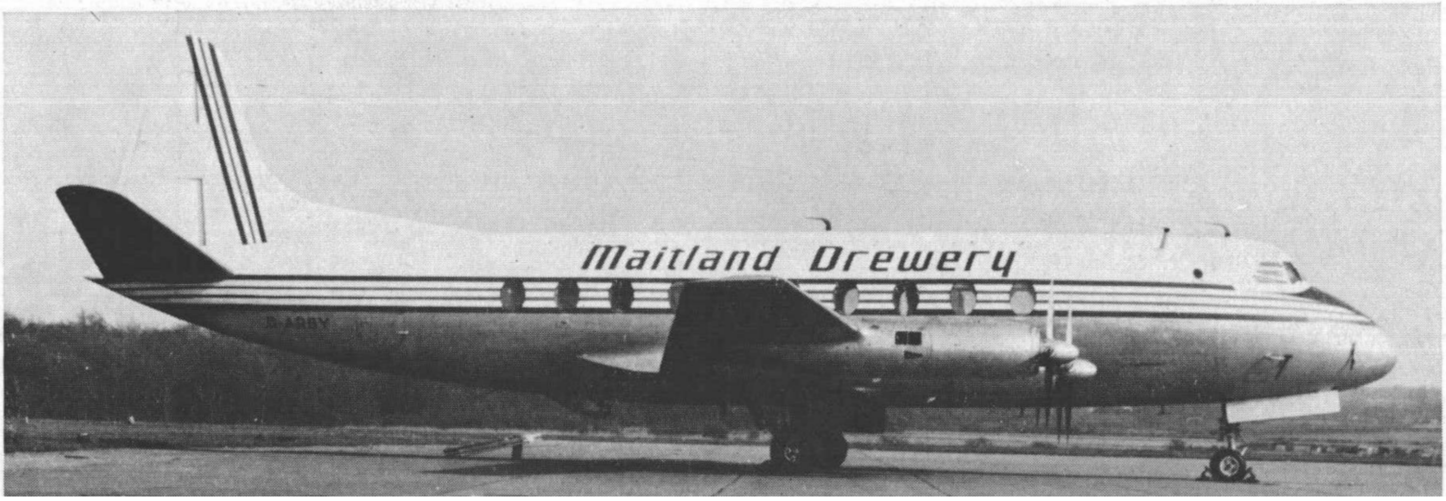

PAKISTAN AIR FORCE

Viscount Type 734, a V.I.P. transport for the Pakistan Air Force. Note wing slipper tank. (Photo: S. Peltz)


FORÇA AÉREA BRASILEIRA
C-90
2100

Type 742, V.I.P. transport, Brazilian Air Force, also with slipper tanks. (Photo: Air Britain)

Type 708, ex-Air France, now with B.U.A. (Photo: S. Peltz)


Maitland Drewery
G-ARBY

Type 781, V.I.P. transport for S.A.A.F.

THE VISCOUNT DESCRIBED

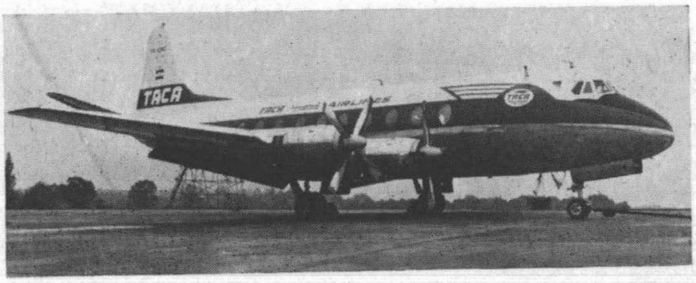
Structurally, the Viscount is a low wing, cantilever monoplane, of all-metal stressed-skin construction. The wings, of modified NACA 63 aerofoil section, are [illegible] round a single main spar which supports the main bending loads and is, together with the leading and trailing edge members, carried by three circular frames of the centre fuselage. The wing ribs are closely spaced chord-wise, which arrangement dispenses with span-wise stringers, and the whole wing is covered with a stressed Alclad skin. Forward and aft of the main spar are the bag-type main fuel tanks accommodating 1,720 Imp. gallons (1,950 gallons on the 700D); slipper tanks, when fitted, hold an additional 145 Imp. gallons each.

The fuselage skin is flush-riveted to stringers carried on the lateral circular frames, and the entire fuselage is pressurised except for the flight deck underfloor compartment and the tail cone aft of the rear pressure bulkhead. Three of the Viscount's four engines drive cabin blowers for conditioning of the cabin to maintain sea-level conditions up to an altitude of 15,000 ft., rising to the equivalent of 8,000 ft. at an altitude of 30,000 ft. The main passenger cabin is 6 ft. 5 in. high at the centre-line, and 9 ft. 5 in. wide at maximum width; passengers normally enter by the rear port side entrance, the front port side door being used for the crew's entrance and baggage loading. Depending upon customer requirements, some models may have hydraulically-operated airsteps.

Normal first-class seating is four abreast, two on either side of the gangway, and a cabin temperature in the range 65–80°F. is maintained according to location. The large elliptical windows, measuring 26 in. by 19 in. along the axes, have been a prominent factor in the Viscount's passenger appeal. There are three freight compartments, one of 110 cu. ft. ahead of the main passenger cabin, one of 204 cu. ft. aft (with its own starboard access door), and a forward hold of 215 cu. ft. beneath the floor of the passenger cabin, to which there are twin access doors. Behind this hold is situated the air-conditioning plant and much of the aircraft's electrical installation. The airframe is thermally de-iced from the inboard engines, exhaust gas being fed through a heat exchanger through which ram air is passed and hence heated; the hot air is ducted to the wing and fin leading edges, and then vented to atmosphere through louvres situated about two-thirds of the way back on the wing and fin. In conditions of high outside air temperature, a water-methanol injection system is used in some Viscounts to sustain full take-off power, the system being energised automatically by opening the throttles.

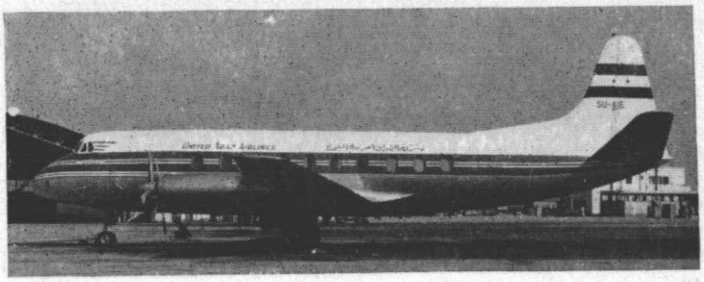
The cockpit layout is both straightforward and conventional, with the engine controls and instruments grouped centrally and full dual control for

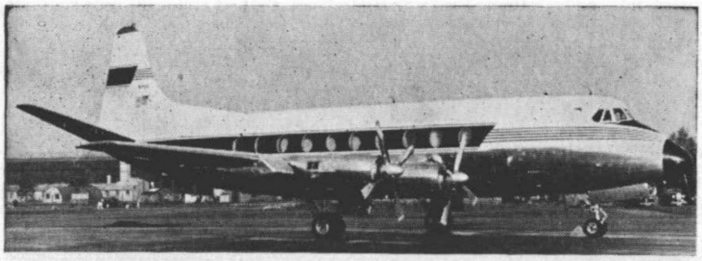
[illegible] *Type 761 at Vickers' airfield between owners. Bears M.E.A. livery and Burmese registration.* Right: *Type 763 for T.A.C.A.*



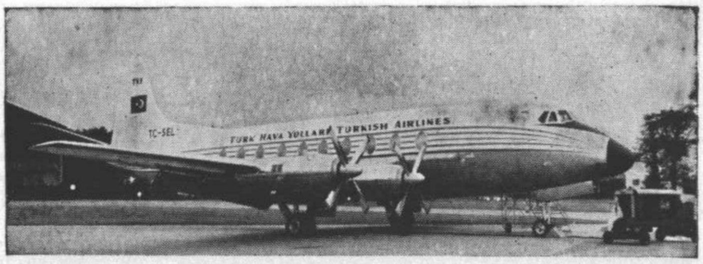
Left: *Type 730 V.I.P. transport of Indian Air Force.*

Right: *Type 739 of Missair (U.A.A.); ex-British Eagle.*

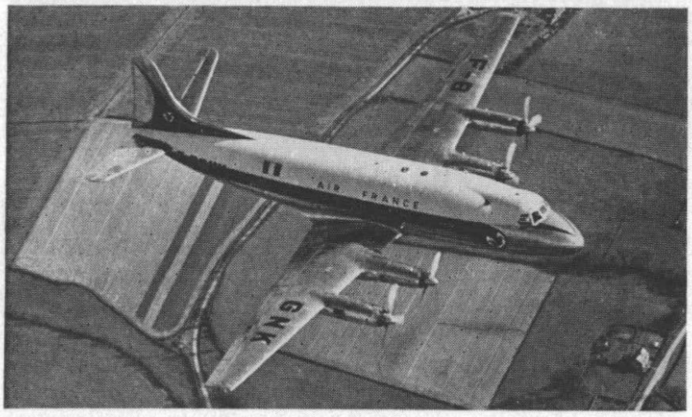




Left: *The first of three Type 764s for U.S. Steel Corporation.*



Right: *Second of four Type 794s for T.H.Y.*



Left: *The first Type 708 for Air France.*

Capital
Capital Airlines

Right: *Capital Airlines Viscount, the first of forty for this American airline.*

captain and co-pilot. The main radio panel is in the roof. Port and starboard consoles contain fuel pumps, pressurisation and de-icing controls. (These consoles are omitted from some operators' layouts, ancillary controls being grouped instead in the roof, above the radio panel.) Most aircraft have storm warning radar installed in the extreme nose.

The Viscount's landing gear is of forward-retracting twin-wheel tricycle pattern, and is operated hydraulically. Single shock absorbers support each twin-wheel unit, and anti-skid brakes are fitted. Both hand and toe brake controls are fitted in the cockpit to facilitate ground manœuvring. Wheel track is 23 ft. 10 in., wheelbase 24 ft. 10·6 in.

One of the features of the original basic design of the Viscount has been the manner in which it has been fitted into the route patterns and engineering procedures of airlines all over the world, particularly its pioneering of British aircraft for North American operators. This was fully borne out when the 700 Series was further stretched into the larger 800 and 810 Series which followed.

VISCOUNT SERIES 700 PRODUCTION AND OWNERSHIP

Basically, there are three different Viscount types in the 700 Series: the original Type 700; the 700D, with the same airframe but Dart 510 engines and increased fuel capacity; and the 770D, which is the version of the 700D for the North American market with appropriate internal equipment changes. Interior seating and flight deck layout has been tailored to the individual requirements of the customer, and the Viscount Type numbers indicate these variations. The following table records the original and, where applicable, subsequent ownership of each Series 700 aircraft built, correct to December 1965; Type numbers marked * are Type 700D.

Type 630 (1 built)
C/n. 1, for M.o.S. as G-AHRF (temporarily VX211); to BEA Aug. 1950; crashed 27–8–52.

Type 609 (1 built)
C/n. 2, for M.o.S. as G-AHRG (regn. not used) and VX217; built as Type 663 with R-R. Tays.

VR-HFJ, Type 760, for Hong Kong Airways.

HONG KONG AIRWAYS

Type 700 (1 built)
C/n. 3, Vickers demonstrator G-AMAV; BEA *Endeavour* for London–New Zealand air race 1953; dissected at Wisley for manufacturer's tests.

Type 701 (27 built for BEA)
C/n. 4, as G-ALWE *Discovery*; w/o 14–3–57.
C/n. 5, as G-ALWF *Sir John Franklin*; Tradair; Channel A/w.
C/n. 6, as G-AMNY *Sir Ernest Shackleton*; w/o 5–1–60.
C/n. 7, as G-AMOG *Robert Falcon Scott*; Cambrian A/w.
C/n. 9, as G-AMOA *Sir George Vancouver*; Tradair; Channel A/w.
C/n. 11, as G-AMOB *William Baffin*; VASP as PP-SRI.
C/n. 13, as G-AMOC *Richard Chancellor*; Channel A/w. (leased British Eagle as *City of Glasgow*).
C/n. 15, as G-AMOD *John Davis*; VASP as PP-SRJ.
C/n. 17, as G-AMOE *Sir Edward Parry*; British Eagle as *City of Manchester*; Cambrian A/w.
C/n. 19, as G-AMOF *Sir Martin Frobisher*; VASP as PP-SRM.
C/n. 20, as G-AMNZ *James Cook*; Cambrian A/w.
C/n. 21, as G-AMOH *Henry Hudson*; British Eagle as *City of Liverpool*; Cambrian A/w.
C/n. 22, as G-AMOI *Sir Hugh Willoughby*; VASP as PP-SRL.
C/n. 23, as G-AMOJ *Sir James Ross*; Tradair; Channel A/w.
C/n. 24, as G-AMOK *Sir Humphrey Gilbert*; LAV as YV-C-AMB (rebuilt 1955 as 701X).
C/n. 25, as G-AMOL *David Livingstone*; Cambrian A/w.; w/o 20–7–65.
C/n. 26, as G-AMOM *James Bruce*; w/o 21–1–56.
C/n. 27, as G-AMON *Thomas Cavendish*; Cambrian A/w.
C/n. 28, as G-AMOO *John Oxenham*; Channel A/w. (leased British Eagle as *City of Birmingham*).
C/n. 29, as G-AMOP *Mungo Park*; Cambrian A/w.
C/n. 61, as G-ANHA *Anthony Jenkinson*; VASP as PP-SRP.
C/n. 62, as G-ANHB *Sir Henry Stanley*; VASP as PP-SRN.
C/n. 63, as G-ANHC *Sir Leo McClintock*; w/o 22–10–58.
C/n. 64, as G-ANHD *Sir William Dampier*; VASP as PP-SRO.
C/n. 65, as G-ANHE *Gino Watkins*; VASP as PP-SRQ.
n. 66, as G-ANHF *Matthew Flinders*; VASP as PP-SRR; w/o 4–9–64.
182, as G-AOFX *Sir Joseph Banks*; VASP as PP-SRS.

Type 702 (4 built for BWIA)
C/n. 71, as VP-TBK; Kuwait A/w. as G-APTA; Bahamas A/w. as VP-BBW; Channel A/w.
C/n. 72, as VP-TBL; Kuwait A/w. as G-APOW; Bahamas A/w. as VP-BCD.
C/n. 73, as VP-TBM; Kuwait A/w. as G-APPX; Bahamas A/w. as VP-BBV.
C/n. 81, as VP-TBN.

Type 707 (4 built for Aer Lingus)
C/n. 30, as EI-AFV *Padraig*; Tradair as G-APZB; Channel A/w. (leased British Eagle as *City of Newcastle*.
C/n. 31, as EI-AFW *Brighid*; Eagle (Bermuda) as G-ARKH/VR-BBJ; Bahamas A/w. as VP-BCF.
C/n. 32, as EI-AFY *Breandan*; Eagle (Bermuda) as G-ARKI/VR-BBH; Bahamas A/w. as VP-BCE.
C/n. 34, as EI-AGI *Lorcan O'Tuathail*; Tradair as G-APZC; Channel A/w.

Type 708 (12 built for Air France)
C/n. 8, as F-BGNK; w/o 12–12–56.
C/n. 10, as F-BGNL; Maitland Drewery as G-ARBY; Danish Air Charter; BUA.
C/n. 12, as F-BGNM; Maitland Drewery as G-ARER; BKS; BUA.
C/n. 14, as F-GBNN; Maitland Drewery as G-ARGR; BKS; BUA.
C/n. 16, as F-BGNO; Air Inter.
C/n. 18, as F-BGNP; Air Inter.
C/n. 33, as F-BGNQ; Air Inter.
C/n. 35, as F-BGNR; Air Inter.
C/n. 36, as F-BGNS; Starways as G-ARIR; Air Inter as F-BLHI.
C/n. 37, as F-BGNT; Air Vietnam; Air Inter.
C/n. 38, as F-BGNU; Air Vietnam; Air Inter.
C/n. 39, as F-BGNV; Air Inter; w/o 12–8–63.

Type 720 (7 built for TAA)
C/n. 44, as VH-TVA *John Batman*; w/o 31–10–54.
C/n. 45, as VH-TVB *Gregory Blackland*; Ansett/ANA as VH-RMQ.
C/n. 46, as VH-TVC *John Oxley*; Ansett/ANA (same regn.); w/o 30–11–61
C/n. 47, as VH-TVD *Hamilton Hume*.
C/n. 48, as VH-TVE *Charles Sturt*; Ansett/ANA (same regn.).
C/n. 49, as VH-TVF *Ernest Giles*; Ansett/ANA (same regn.).
C/n. 84, as VH-TVG *William Hovell*.

Type 723 (1 built for Indian Air Force)
C/n. 79, as IU683.

Type 724 (15 built for TCA)
C/n. 40, as CF-TGI; Transair.
C/n. 41, as CF-TGJ; w/o 19–6–64.
C/n. 42, as CF-TGK.
C/n. 43, as CF-TGL; w/o 10–11–58.
C/n. 50, as CF-TGM; Air Inter as F-BMCH.
C/n. 51, as CF-TGN; Schenley Industries as N744W
C/n. 52, as CF-TGO; Air Inter as F-BMCG.
C/n. 53, as CF-TGP.
C/n. 54, as CF-TGQ; Air Inter as F-BMCF.
C/n. 55, as CF-TGR; Air Inter as F-BNAX.
C/n. 56, as CF-TGS.
C/n. 57, as CF-TGT.
C/n. 58, as CF-TGU.
C/n. 59, as CF-TGV.
C/n. 60, as CF-TGW.

Type 730 (1 built for Indian Air Force)
C/n. 80, as IU684 *Raj Humsa*.

Type 732 (3 built for Hunting Clan)
C/n. 74, as G-ANRR; MEA as OD-ACF; Hunting Clan; w/o 2–12–58.
C/n. 75, as G-ANRS; MEA as OD-ACH; Hunting Clan; Misrair as SU-AKY; British Eagle.
C/n. 76, as G-ANRT; MEA as OD-ACG; Hunting Clan; Iraq A/w. as YI-ADM; Misrair as SU-AKX; w/o 23–3–64.

Type 734 (1 built for Pakistan Air Force)
C/n. 83, as J751.

***Type 735 (3 built for Iraqi Airways)**
C/n. 67, as YI-ACK *Ibn Fernas*.
C/n. 68, as YI-ACL *Sinbad*.
C/n. 69, as YI-ACM *Ibn Battouta*.

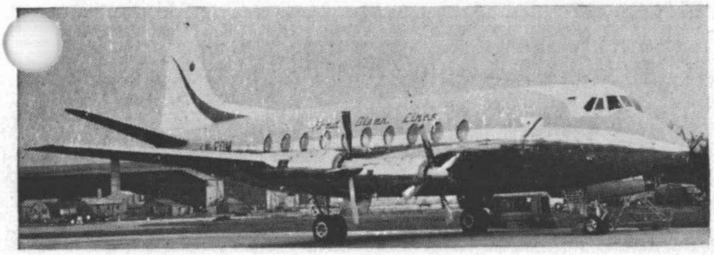
Type 736 (2 built for Fred Olsen)
C/n. 77, as LN-FOF; BEA as G-AODG *Fridtjof Nansen*; MEA as OD-ACR; Airwork; BUA.
C/n. 78, as LN-FOL; BEA as G-AODH *Roald Amundsen*; BWIA as VP-TBY; Airwork; w/o 30–10–61.

Type 737 (1 built for Canadian Dept. of Transport)
C/n. 70, as CF-GXK.

Type 739 (3 739, 2 739A, 1 739B built for Misrair)
C/n. 85, as SU-AIC; w/o (Suez) 1–10–56.
C/n. 86, as SU-AID; w/o 15–3–62.
C/n. 87, as SU-AIE; British Eagle as G-ATDU.
C/n. 393, as SU-AKN; British Eagle as G-ATDR.
C/n. 394, as SU-AKO; British Eagle as G-ATFN.
C/n. 427, as SU-AKW; w/o 29–9–60.

***Type 742 (1 built)**
C/n. 141, as LN-SUN for Braathens-SAFE, but sold before delivery to Fôrça Aérea Brasileira as FAB2100 (later C-92-2100).

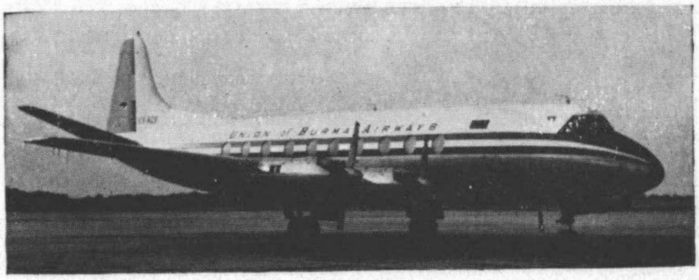
Type 744 (3 built for Capital Airlines)
C/n. 88, as N7402; Vickers as G-APKJ; All Nippon A/w. (same regn.); w/o 12–6–61 (remains to Ansett/ANA as spares).
C/n. 89, as N7403; Vickers as G-APKK; All Nippon A/w. (same regn.); ETPS as XR801.
C/n. 90, as N7404; w/o 20–2–56.



VICKERS-ARMSTRONGS (AIRCRAFT) LIMITED

Left: *Type 779, the first of four for Fred Olsen. Note the square-tipped airscrew blades.* Right: *Type 793A, originally a Capital 745. Went to four other operators before delivery to Royal Bank of Canada.*

Left: *Type 754 of Jordanian, formerly OD-ADD of M.E.A.* Right: *Union of Burma Airways Type 761; first of three aircraft.*



*Type 745 (60 built for Capital Airlines; Type 700D from c/n. 112)
C/n. 103, as N7405; United A/l.; w/o 10–7–64.
C/n. 104, as N7406; United A/l.
C/n. 105, as N7407; United A/l.
C/n. 106, as N7408; United A/l.
C/n. 107, as N7409; United A/l.
C/n. 108, as N7410; w/o 20–5–58.
C/n. 109, as N7411; United A/l.
C/n. 110, as N7412; United A/l.
C/n. 111, as N7413; United A/l.
C/n. 112, as N7414; Austrian A/l. as OE-LAN *Johannes Brahms*; Aloha A/l.
C/n. 113, as N7415; Austrian A/l. as OE-LAO *Franz Lehar*; Aloha A/l.
C/n. 114, as N7416; Alitalia as I-LIRC.
C/n. 115, as N7417; United A/l.
C/n. 116, as N7418; Alitalia as I-LIRE.
C/n. 117, as N7419; United A/l.
C/n. 118, as N7420; Vickers as G-ARHY; PAL as PI-C-773; Hawaiian A/l. as N745HA; PAL.
C/n. 119, as N7421; Alitalia as I-LITS.
C/n. 120, as N7422; United A/l.
C/n. 121, as N7423; United A/l.
C/n. 122, as N7424; United A/l.
C/n. 123, as N7425; United A/l.
C/n. 124, as N7426; United A/l.
C/n. 125, as N7427; United A/l.
C/n. 126, as N7428; United A/l.
C/n. 127, as N7429; United A/l.
C/n. 128, as N7430; United A/l.; w/o 23–11–62.
C/n. 129, as N7431; United A/l.
C/n. 130, as N7432; Alitalia as I-LIFS.
C/n. 131, as N7433; Alitalia as I-LINS.
C/n. 132, as N7434; United A/l.
C/n. 133, as N7435; United A/l.
C/n. 134, as N7436; United A/l.
C/n. 135, as N7437; w/o 6–4–58.
C/n. 136, as N7438; United A/l.
C/n. 137, as N7439; United A/l.
C/n. 138, as N7440; United A/l.
C/n. 139, as N7441; United A/l.
C/n. 198, as N7442; Northeast A/l.; Vickers as G-ARUU; ETPS as XR802.
C/n. 199, as N7443; United A/l.
C/n. 200, as N7444; United A/l.
C/n. 201, as N7445; United A/l.
C/n. 202, as N7446; United A/l.
C/n. 203, as N7447; United A/l.
C/n. 204, as N7448; United A/l.
C/n. 205, as N7449; United A/l.
C/n. 206, as N7450; United A/l.
C/n. 207, as N7451; United A/l.
C/n. 208, as N7452; United A/l.
C/n. 209, as N7454; United A/l.
C/n. 210, as N7455; United A/l.
C/n. 211, as N7456; United A/l.
C/n. 212, as N7457; United A/l.
C/n. 213, as N7458; United A/l.
C/n. 214, as N7459; United A/l.
C/n. 215, as N7460; United A/l.
C/n. 216, as N7461; United A/l.
C/n. 217, as N7462; w/o 18–1–60.
C/n. 287, as N7463; w/o 12–5–59.
C/n. 285, as N7464 (originally N7474); United A/l.
C/n. 231, as N7465 (originally N7469); United A/l.

Type 747 (2 built for Butler Air Transport)
C/n. 97, as G-ANXV; Butler as VH-BAT *Warrel*; Ansett/ANA as VH-RMO.
C/n. 145, as G-ANYH; Butler as VH-BUT; Ansett/ANA as VH-RMP.

*Type 748 (5 built for Central African Airways)
C/n. 98, as VP-YNA *Malvern.*
C/n. 99, as VP-YNB *Matopos.*
C/n. 100, as VP-YNC *Mlanje.*
C/n. 101, as VP-YND *Mweru.*
C/n. 102, as VP-YNE *Mpika*; w/o 9–8–58.

Type 749 (3 built for LAV)
C/n. 94, as YV-C-AMV.
C/n. 95, as YV-C-AMX.
C/n. 96, as YV-C-AMY.

*Type 754 (8 built for MEA)
C/n. 239, as OD-ACT; chartered to Kuwait A/w.
C/n. 240, as OD-ACU; Jordanian A/l. as JY-ACI.
C/n. 241, as OD-ACV; CAA as VP-YTE *Zambesi.*
C/n. 242, as OD-ACW; chartered to Kuwait A/w.; Aloha A/l. as N7410 (second with this registration).
C/n. 243, as G-APCD *St. Hilarion* for Cyprus A/w. (not delivered); MEA as OD-ADD; Jordanian A/l. as JY-ACK.
C/n. 244, as G-APCE *Buffavento* for Cyprus A/w. (not delivered); MEA as OD-ADE; w/o 1–2–63.
C/n. 245, as OD-ACX.
C/n. 246, as OD-ACY; THY as TC-SEC (after conversion to 794).

*Type 755 (3 built for Airwork)
C/n. 91, as G-AOCA; sold to Cubana before completion as CU-T-603; w/o 2–11–58.
C/n. 92, as G-AOCB; sold to Cubana before completion as CU-T-604; Eagle (Bermuda) as VR-BBL; British Eagle as *City of Edinburgh.*
C/n. 93, as G-AOCC; sold to Cubana before completion as CU-T-605; Eagle (Bermuda) as VR-BBM; British Eagle as *City of Belfast.*

*Type 756 (7 built for TAA)
C/n. 146, as VH-TVH *George Bass.*
C/n. 147, as VH-TVI *Matthew Flinders.*
C/n. 148, as VH-TVJ *John Forrest.*
C/n. 181, as VH-TVK *Thomas Mitchell.*
C/n. 197, as VH-TVL *James Cook.*
C/n. 373, as VH-TVM *John Fawkner.*
C/n. 374, as VH-TVN *William Dampier.*

Type 757 (36 built for TCA)
C/n. 142, as CF-TGX.
C/n. 143, as CF-TGY; w/o 3–10–59.
C/n. 144, as CF-TGZ.
C/n. 218, as CF-THA; Warnock Hersey.
C/n. 219, as CF-THB.
C/n. 220, as CF-THC.
C/n. 221, as CF-THD.
C/n. 222, as CF-THE.
C/n. 223, as CF-THF.
C/n. 224, as CF-THG.
C/n. 269, as CF-THH.
C/n. 270, as CF-THI.
C/n. 271, as CF-THK.
C/n. 272, as CF-THL.
C/n. 273, as CF-THM.
C/n. 274, as CF-THN.
C/n. 275, as CF-THO.
C/n. 276, as CF-THP.
C/n. 277, as CF-THQ.
C/n. 278, as CF-THR.
C/n. 279, 12 CF-THS.
C/n. 301, as CF-THJ.
C/n. 302, as CF-THT.
C/n. 303, as CF-THU.
C/n. 304, as CF-THV.
C/n. 305, as CF-THW.
C/n. 306, as CF-THX.
C/n. 307, as CF-THY.
C/n. 308, as CF-THZ.
C/n. 309, as CF-TIA.
C/n. 310, as CF-TIB.
C/n. 383, as CF-TIC.
C/n. 384, as CF-TID.
C/n. 385, as CF-TIE.
C/n. 386, as CF-TIF.
C/n. 387, as CF-TIG.

*Type 759 (2 built for Hunting Clan)
C/n. 140, as G-AOGG; sold before delivery to Icelandair as TF-ISN *Gullfaxi.*
C/n. 149, as G-AOGH; sold before delivery to Icelandair as TF-ISU *Hrimfaxi*; w/o 14–4–63.

*Type 760 (2 built for Hong Kong Airways)
C/n. 186, as VR-HFI; Malayan A/w. as 9M-ALY; Aden A/w. as VR-AAU (later -AAW).
C/n. 187, as VR-HFJ; Malayan A/w. as VR-SEE (later 9M-AMS); Aden A/w. as VR-AAV.

*Type 761 (3 built for Union of Burma Airways)
C/n. 188, as XY-ADF.
C/n. 189, as XY-ADG.
C/n. 190, as XY-ADH; Kuwait A/w. as G-APZN (later 9K-ACD); UBA.

*Type 763 (1 built for Howard Hughes)
C/n. 82, Hughes order not taken up; sold to TACA as YS-09C; w/o 5–3–59.

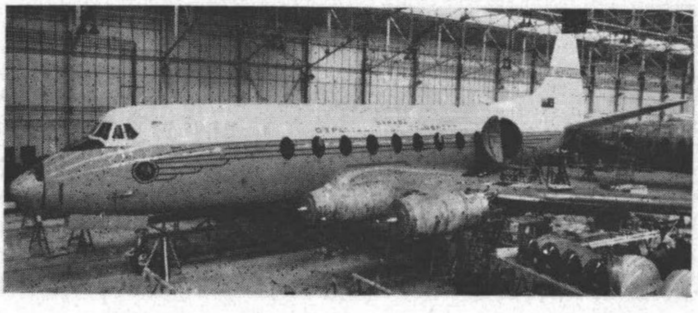
*Type 764 (3 built for U.S. Steel Corporation)
C/n. 183, as N905.
C/n. 184, as N906.
C/n. 185, as N907.

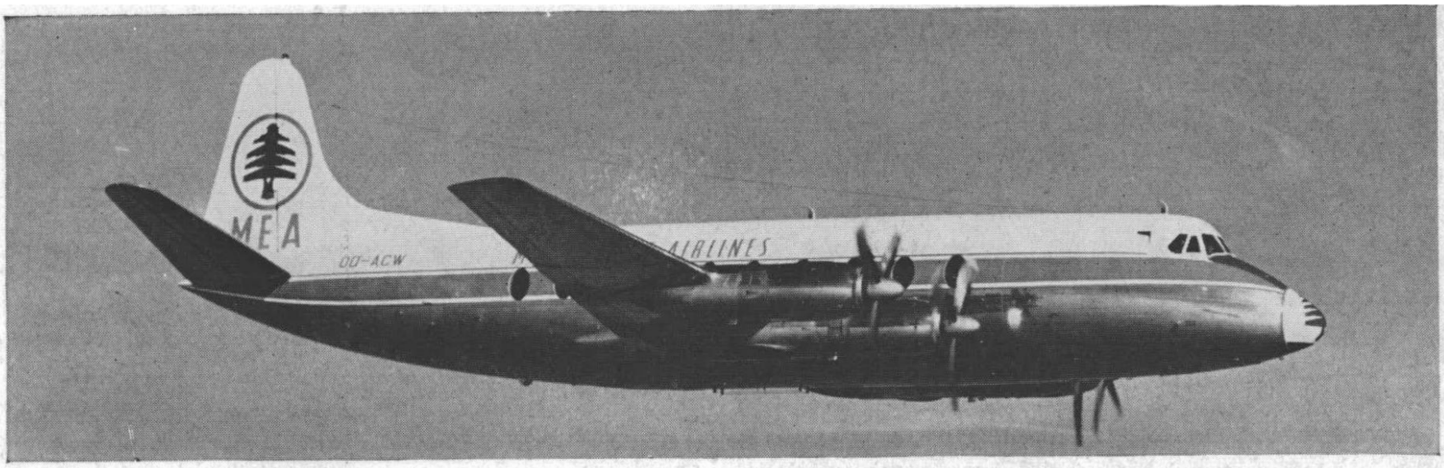
*Type 765 (1 built for Standard Oil Co.)
C/n. 191, as N306.

Type 748 of C.A.A. at Salisbury Airport, Rhodesia.

AIRWORK LONDON

Above: *Type 736, bought by Airwork from B.W.I.A.* (Photo: Air Britain). Below: *Type 797, converted from Type 745 for Canadian D.O.T.*





Type 754 of Middle East Airlines.

***Type 768 (10 built for Indian Airlines)**
C/n. 192, as VT-DIO; w/o 11–9–63.
C/n. 193, as VT-DIF.
C/n. 194, as VT-DIG.
C/n. 195, as VT-DIH; w/o 18–11–61.
C/n. 196, as VT-DII.
C/n. 292 as VT-DIX.
C/n. 293, as VT-DIZ.
C/n. 294, as VT-DJA.
C/n. 295, as VT-DJB.
C/n. 296, as VT-DJC.

***Type 769 (3 built for PLUNA)**
C/n. 321, as CX-AQN.
C/n. 322, as CX-AQO.
C/n. 323, as CX-AQP.

Type 772 (4 built for BWIA)
C/n. 235, as VP-TBS (later 9Y-TBS).
C/n. 236, as VP-TBT (later 9Y-TBT).
C/n. 237, as VP-TBU (later 9Y-TBU).
C/n. 238, as VP-TBX (later 9Y-TBX).

Type 773 (1 built for Iraqi Airways)
C/n. 331, as YI-ACU *Ibn Turaik*.

***Type 776 (1 built for Kuwait Oil Co.)**
C/n. 225, originally Type 745 N7463 for Capital; Vickers G-16-4; Aer Lingus as EI-AJW; BEA as G-APNF *Philip Carteret*; Kuwait Oil Co.; Bahamas A/w. as VP-.

***Type 779 (4 built for Fred Olsen)**
C/n. 247, as LN-FOM; Austrian A/l. as OE-LAE; BEA as G-ARBW; SAS (on lease); Indian A/l. as VT-DOD.
C/n. 250, as LN-FOH; Austrian A/l. as OE-LAB; BEA as G-APZP; SAS (on lease); Indian A/l. as VT-DOE.
C/n. 251, as LN-FOI; Austrian A/l. as OE-LAC; SAS (on charter); Indian A/l. as VT-DOH.
C/n. 252, as LN-FOK; Austrian A/l. as OE-LAD; Indian A/l. as VT-DOI.

***Type 781 (1 built for South African Air Force)**
C/n. 280, as 150.

***Type 782 (3 built for Iranian Airways)**
C/n. 297, as EP-AHA (on call for Shah of Persia).
C/n. 298, as EP-AHB.
C/n. 299, as EP-AHC.

***Type 784 (3 built for Philippine Air Lines)**
C/n. 227, originally Type 745 N7465 for Capital; TAA as VH-TVO *David Lindsay*; PAL as PI-C-772.
C/n. 300, as PI-C-770.
C/n. 324, as PI-C-771; TACA as YS-06C; PAL.

***Type 785 (10 built for LAI/Alitalia)**
C/n. 325, as I-LIFE.
C/n. 326, as I-LIFT.
C/n. 327, as I-LILI.
C/n. 328, as I-LAKE; w/o 29–3–64.
C/n. 329, as I-LARK.
C/n. 330, as I-LOTT.
C/n. 377, as I-LIRS.
C/n. 378, as I-LIZT; w/o 21–12–59.
C/n. 379, as I-LIRP.
C/n. 380, as I-LIZO.

***Type 786 (3 built for Lloyd Aereo Colombiano)**
C/n. 332, as HK-943X *Santa Margarita*; TACA as YS-08C.
C/n. 333, as HK-946X; LANICA as AN-AKP *Nicarão*; TACA as YS-011C.
C/n. 334, as HK-947X; LANICA as AN-AKQ *Rubén Darío*; Mrs. H. May as N200Q.

***Type 789 (1 built for Fôrça Aérea Brasileira)**
C/n. 345, as FAB2101.

***Type 793 (1 built for Royal Bank of Canada)**
C/n. 228, originally Type 745 N7466 for Capital; Vickers as G-16-3; Aer Lingus as EI-AJV; BEA as G-APNG *James Lancaster*; Kuwait A/w.; R. Bank of Can. as CF-RBC; Canadian Breweries; S. J. Groves & Sons as N505W.

***Type 794 (4 built for Turk Hava Yollari)**
C/n. 429, as TC-SEV; w/o 17–2–59.
C/n. 430, as TC-SEL.
C/n. 431, as TC-SES.
C/n. 432, as TC-SET.

***Type 797 (1 built for Canadian Dept. of Transport)**
C/n. 229, originally Type 745 built in expectation of Capital order; Vickers G-APFR; Canadian D.o.T. as CF-DTA.

***Type 798 (10 built for Northeast Airlines)**
C/n. 226, as N7464; Vickers G-APBH; Northeast as N6599C; Essex Co. as N1298.
C/n. 230, as N7468; Vickers G-16-6 and G-APLX; Northeast as N6595C; J. Mecum as N776M.
C/n. 232, as N7470; Northeast as N6590C; Aloha A/l. as N7416 (secon with this regn.).
C/n. 233, as N7471; Northeast as N6591C; Blaw Knox as N820BK.
C/n. 234, as N7472; Northeast as N6592C; w/o 15–11–61.
C/n. 284, as N7473; Northeast as N6594C; Alitalia as I-LIRG.
C/n. 286, as N7475; Northeast as N6593C; Hawaiian A/l. as N746H
C/n. 288, as N6596C; Alitalia as I-LIRM.
C/n. 391, as N6597C; Victor Comptometer Co. as N3939.
C/n. 392, as N6598C; Potash Co. of America.

SPECIFICATION

(Series 700, with 3 crew + 40 passengers)

Powerplant: Four Rolls-Royce Dart 506 turboprops of 1,400 s.h.p. plus 365 lb. residual thrust, driving 10 ft. Rotol or D.H. fully-feathering four-blade airscrews.
(N.B. Some Type 701s and the first four Type 720s were fitted with Dart 505s of similar power.)

Dimensions: Span 93 ft. 8½ in.; length 81 ft. 9 in.; height 27 ft. 9 in.; aspect ratio 9·17; root chord 14 ft. 10 in.; tip chord 4 ft. 5 in.; gross wing area 963 sq. ft.

Weights: Basic empty (equipped) 36,859 lb.; typical max. payload 12,141 lb.; max. zero-fuel 49,000 lb.; max. all-up 60,000–63,000 lb. according to interior configuration.

Performance: Cruise on max. continuous power 323 m.p.h. at 53,000 lb. at 25,000 ft.; cruise on recommended power 324 m.p.h. at 53,000 lb. at 20,000 ft.; rate of climb on max. continuous power 1,200 ft./min. at sea-level and 700 ft./min. at 15,000 ft.; ceiling, based on climb at 200 ft./min. 52,000 lb. at max. continuous power, 28,500 ft.; take-to clear 50 ft. at 58,500 lb., 1,680 yd.; landing from 50 ft. at 52,000 lb., 950 yd.

(Series 700D, with 2 crew + 40 passengers)

Powerplant: Four Rolls-Royce Dart 510 turboprops of 1,600 s.h.p. plus 370 lb. residual thrust, driving 10 ft. Rotol or D.H. fully-feathering four-blade airscrews.

Dimensions: As for Series 700.

Weights: Basic empty (equipped) 37,918 lb.; typical max. payload 12,250 lb.; max. zero-fuel 50,168 lb.; max. all-up 64,500 lb.

Performance: Cruise on max. continuous power 334 m.p.h. at 54,000 lb. at 20,000 ft.; cruise on recommended power 324 m.p.h. at 54,000 lb. at 20,000 ft.; rate of climb on max. continuous power 1,400 ft./min. at sea-level and 700 ft./min. at 15,000 ft.; ceiling, based on climb at 200 ft./min. at 54,000 lb. at max. continuous power, 27,500 ft.; take-off to clear 50 ft. at 60,000 lb., 1,320 yd.; landing from 50 ft. at 54,000 lb., 1,023 yd.

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